

ATLANTIC FISHERMAN

VOL. XXI

Registered U. S. Patent Office
NOVEMBER, 1940

NO. 10

Famous Fleets that COUNT ON COLUMBIAN

MORAN



EDMOND J. MORAN



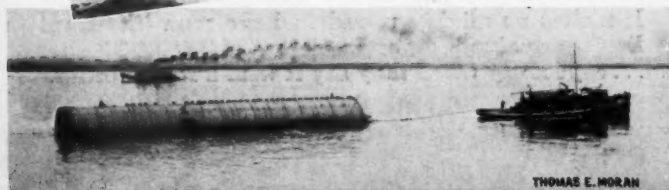
SHEILA MORAN



EDWINA H. MORAN



PETER MORAN



THOMAS E. MORAN

Salute to the **EDMOND J. MORAN**

Built for deep-sea service, the new all-welded Edmond J. Moran embodies strength and stamina — powerful engines and capacity for long tows in heavy waters . . . And of course no name in towing is more closely identified with the best traditions of its field than Moran.

Columbian Rope Company is proud to count this large and progressive organization among its many consistent users of Columbian Pure Manila Rope. Columbian, too, is built for strength and continuous service, with a reputation for seeing jobs through under any conditions.

COLUMBIAN ROPE COMPANY

AUBURN, "The Cordage City," N. Y.

QUALITY
Controlled
every step of the way

**COLUMBIAN TAPE-MARKED
PURE MANILA ROPE**

Boston Office and Warehouse

38 Commercial Wharf

"When we Decided to Repower the 'AZTEC I', WE REMEMBERED THE RELIABILITY, THE ECONOMY OF OPERATION AND MAINTENANCE OF THE 'AZTEC II'S' SUPERIOR," says CAPT. J. S. BASINGER, well known San Diego Sport Fisherman



Captain J. S. Basinger's San Diego sport fishing boat, AZTEC I, which was repowered with a 100 H. P. MRA-6 SUPERIOR Diesel.



MARINE SALES AND SERVICE

ENTERPRISE MACHINE WORKS, Ketchikan, Alaska
 PETRICH MACHINE WORKS, Seattle, Washington
 SEATTLE MARINE EQUIPMENT CO., Seattle, Washington
 ASTORIA MARINE CONSTRUCTION CO., Astoria, Oregon
 R. J. ULTICAN, JR., Aberdeen, Washington
 THOMPSON MACHINE WORKS, San Francisco, Calif.
 STANDARD BOAT AND ENGINE CO., Terminal Island, Calif.
 ROBBINS MARINE ENGINE WORKS, San Diego, Calif.
 HOFFARS LIMITED, Vancouver, B. C.
 INTER-ISLAND STEAM NAVIGATION CO., LTD., Honolulu, T. H.

THE performance of a SUPERIOR Diesel engine in this San Diego fishing boat AZTEC II, installed in the spring of 1937, prompted J. S. Basinger to repower his AZTEC I with a similar power plant this year.

AZTEC I and AZTEC II are now powered with 100 H. P. SUPERIOR Diesels.

"During the past three seasons of almost daily runs to the Coronado Islands, Mexico, or cruising San Diego's offshore waters for marlin swordfish, we really gave the SUPERIOR Diesel in the 'AZTEC II' a strenuous workout," said Captain Basinger. "Our average working day outside is eleven hours, and we run continuously. Cruising speed for the SUPERIOR engine is 1350 r.p.m. Average cost for fuel and lubricating oil is approximately \$2.00 per day.

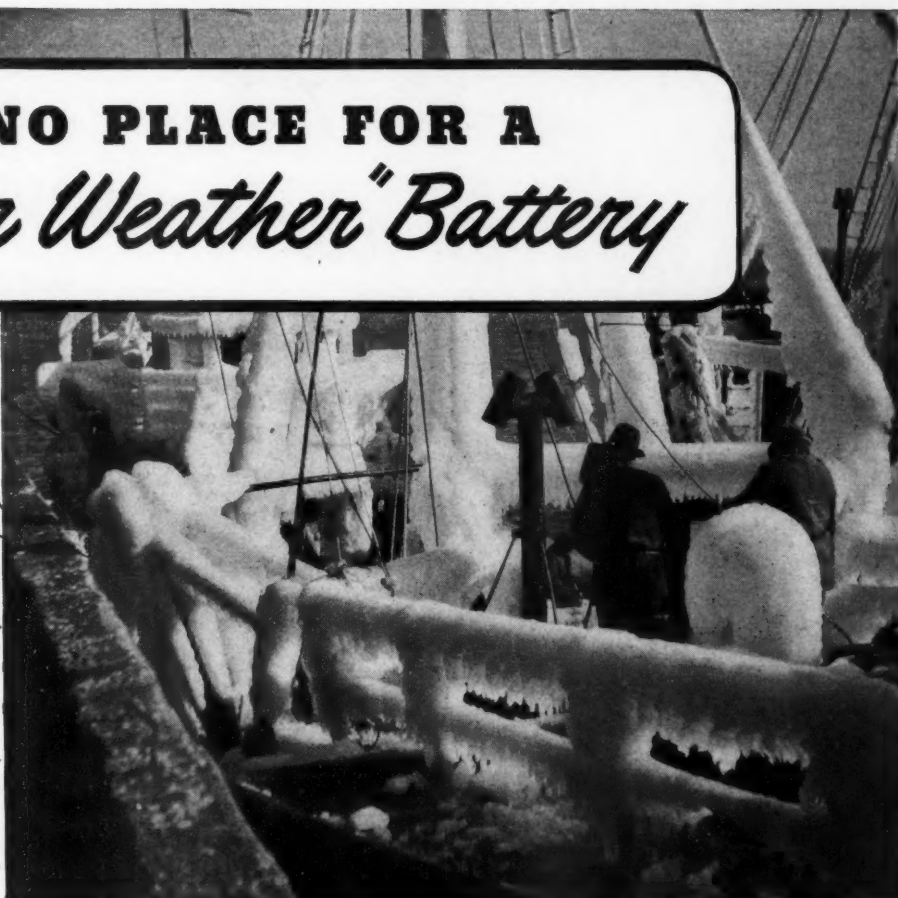
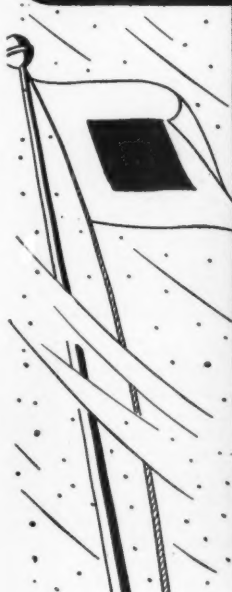
"When we decided to put a new engine in the 46-foot 'AZTEC I', we remembered the reliability, the economy of operation and maintenance of the 'AZTEC II'S' SUPERIOR, and it didn't take long to make up our minds that our best interests would be served by ordering another."

It makes us mighty proud to have men like Captain Basinger voice their appreciation of SUPERIOR Diesels . . . especially when they say it with a repeat order.

THE NATIONAL SUPPLY COMPANY . . . SUPERIOR ENGINE DIVISION

FACTORIES: Springfield, Ohio; Philadelphia, Pa. • SALES OFFICES: Springfield, Ohio; Philadelphia, Pa.; New York, N. Y.; Los Angeles, Cal.; Jacksonville, Fla.; Houston, Texas

NO PLACE FOR A "Fair Weather" Battery



● When the going gets rough, a battery shows its true colors. That's why a fishing vessel is no place for a "fair weather" battery. That's why it pays to put dependable Willard Marine Batteries below decks.

No matter what the wind blows up this winter, Willards can "take it"! They're real *marine* batteries built to stand the most

severe sea-going service.

They have the reserve power to assure you of dependable starting all year 'round and to give you plenty of current for lights and equipment.

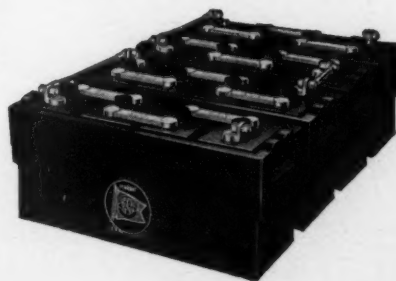
They have the new Willard Dual Rubber insulation that resists both plate wear and insulation wear—makes them last longer.

The calendar says it's time


to check up on your batteries. Have your Willard dealer give them a good looking-over . . . NOW, and if you need any replacements, remember that WILLARDS COST LESS TO OWN!

WILLARD STORAGE BATTERY COMPANY

Cleveland • Dallas • Los Angeles • Toronto



Willard Marine Batteries



**WHEN SHE "ICES UP" ABOVE
—YOU NEED ESSO MARINE
BELOW!**

THIS season's sudden squalls and heavy seas will be mighty tough on your vessel's engine. You'll need dependable marine lubricants to see you through the dirtiest of weather...oils that will hold their protective film under the most grueling conditions.

Thousands of skippers know they can always get such reliable lubricants at the Esso Marine Sign! Not even *sub-zero* weather can slow down these top-notch lubricating oils. They flow *instantly* to every moving part and prevent disastrous friction that spells trouble for all hands.

You'll find it wise, too, to pull into an Esso Marine dock for fuels that stand the gaff of that extra-heavy pull through high-running winter seas.

Esso Marine fuel and Esso Marine lubricating oil make a combination that can't be beaten for hard-working, dependable and economical operation. Follow the example of the seasoned skippers of the Atlantic fleet! Put in at the Esso Marine dock before you next head out for the grounds!



Esso Marine lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada). Direct inquiries to Esso Marine, 26 Broadway, New York City.

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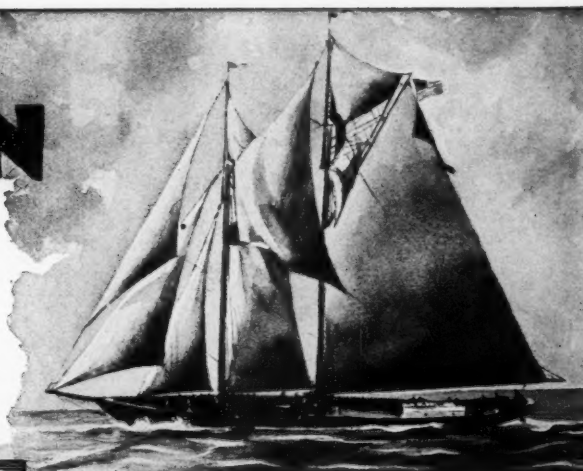
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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Owners and Crews Face Citizenship Requirements

Citizenship Defined in New Bills Referred to Senate

TWO bills which would greatly strengthen the requirements as to citizenship of owners and crews of American fishing vessels, favorably reported by the House Committee on Merchant Marine and Fisheries, have been passed by the House and referred to the Senate.

Bill HR 7694

Under HR 7694, vessels documented in the United States, and undocumented vessels of less than 5 net tons built in and wholly owned by citizens of the United States, and no others, would be permitted to engage in the coastwise trade or in whaling or other fisheries, and any vessel operating in violation of this provision would be forfeited, along with all tackle and equipment.

The above, however, does not apply to boats under 5 tons engaged solely in fishing if, at the time of the enactment, they were owned by any of the following:

- (1) A corporation organized under the laws of the United States or any of its subdivisions or possessions, but not itself, a "citizen" corporation (for two years after enactment only);
- (2) A citizen of an insular possession owing allegiance to the United States;
- (3) An alien lawfully admitted for permanent residence;
- (4) Any alien (whether or not eligible to citizenship) who has been a resident of the United States continuously since July 1, 1925, and who shows to the satisfaction of the Secretary of Commerce that he is a law-abiding resident of good repute.

However, in any National emergency the President may cancel the above-mentioned exemptions. No existing documentation would be invalidated by this Bill for a period of two years.

Bill HR 9918

HR 9918 requires that the master or person in charge of every vessel documented under the laws of the United States and of every undocumented vessel owned in the United States, and each licensed officer, each pilot, each officer in charge of a watch (including mates and engineers) on any such vessel, and each licensed motorboat operator of any such vessel, shall be a citizen of the United States, native-born or completely naturalized. Whenever the Secretary of Commerce, upon investigation, is of the opinion, in the case of any fishing vessel which is of less than two hundred gross tons and which is not required by law to be inspected, or any group of such vessels, or any industry, that qualified engineer-watch officers are not available in sufficient numbers, he may, in his discretion, permit the employment of such classes of individuals not citizens of the United States, and not disqualified by law for such employment, for such periods, as he may by regulations or order prescribe.

The section referring to citizenship of crew applies to all vessels documented under the laws of the United States and all undocumented vessels owned in the United States in respect of which neither a construction nor operating subsidy has been granted under the Merchant Marine Act of 1936, as amended.

At least 75 percent of the crew of each vessel shall be citizens of the United States, native-born or completely naturalized.

Any member of the crew who is not a citizen of the United States shall be either—

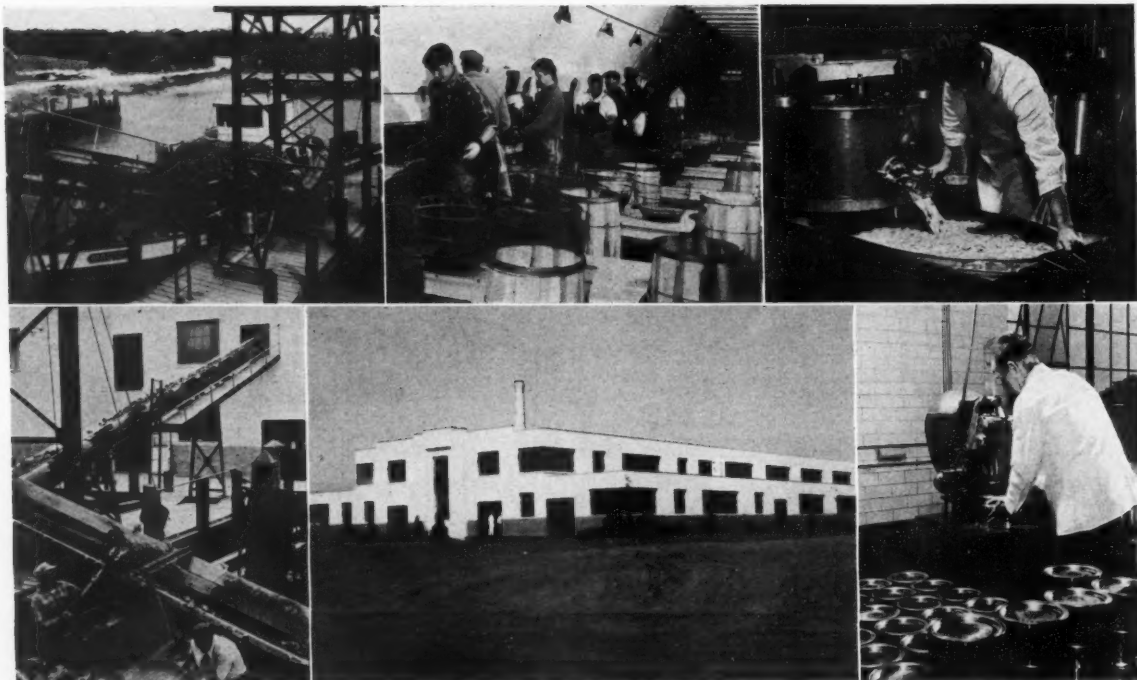
- (1) An individual who is a citizen of an insular possession of the United States whose citizens owe allegiance to the United States; or
- (2) An alien lawfully admitted prior to July 1, 1930, for permanent residence in the United States who has been a resident of the United States continuously since such date; or
- (3) An alien (whether or not eligible to become a citizen of the United States) who has been a resident of the United States continuously since July 1, 1925, and who shows to the satisfaction of the Secretary of Commerce that he is a law-abiding resident of the United States of good repute.

The term "crew" in the case of any vessel means all employees (including all persons sharing in the lay on fishing vessels) of the vessel exclusive of the master or person in charge thereof, and exclusive of pilots, licensed officers, and officers in charge of a watch thereon. The bargee of an unrigged vessel which is not subject to the inspection laws shall be considered a member of the crew.

Whenever the Secretary of Commerce, upon investigation, is of the opinion that qualified citizens are not available in sufficient numbers, he may, in his discretion, reduce the percentage of citizens required to such percentage lower than 75 percent as he deems necessary for such periods as he may by regulations or order prescribe. Whenever the Secretary of Commerce, upon investigation, is of the opinion that qualified individuals of the classes described are not available in sufficient numbers, he may, in his discretion, permit the employment of such other classes of individuals not citizens of the United States, and not disqualified by any other law for such employment, for such periods as he may by regulations or order prescribe.

To take care of any National emergency it is provided that, under such conditions, the President may suspend any of the provisions as to citizenship percentages and exemptions.

The Committee holds that the interests of the United States require legislation of this type in order that there may be available at all times for purposes of National defense an American merchant marine controlled by citizens of the United States.



New oyster plant of the Bluepoints Company, Greenport, Long Island. Upper Left: the Fairbanks, Morse-powered "Magician" ties up for unloading at the new dock. Upper Center: the cull bin opens at the bottom onto these concrete culling tables where the oysters are scraped of foreign matter and graded into Massillon wire baskets. Upper Right: oysters pour

from spotless washing tanks into Monel metal skimmers for draining and preparation for packing. Lower Left: from the deck the oysters are conveyed on cushioned carriers into the plant. Lower Right: oysters being packed and sealed in lithographed American cans by American automatic sealer. Shucked oysters are also packed in cartons, and quick-frozen.

Bluepoints Co. Opens Ultra-Modern Oyster Plant

A new \$200,000 Structure geared for Assembly-Line Production with utmost Sanitation and Flexibility

THE world's newest oyster plant, where noise-sensitive bivalves are cushioned on rubber carriers and lulled into hibernating sleep by cold water baths, was opened in Greenport, L. I., on October 11, by Bluepoints Company, Inc. The plant cost \$200,000. It assures an all-weather supply of oysters and eliminates uncertainties formerly caused by Winter storms.

Paul O. Mercer, president of Bluepoints Company, Inc., (subsidiary) of General Foods, served as "oyster king" host, welcoming 100 distinguished visitors at the opening of the Company's new Greenport division plant.

Guests included leading Federal, State, County, and Town officials, shellfish scientists, and industry leaders from many parts of the United States and Canada.

Modern, streamlined assembly-line methods of production were designed into the new plant by General Foods engineers. It is a two-story structure of buff brick and white stuccoed block walls. All Winter, regardless of ugly weather, oysters will be brought in by a fleet of five dredge boats commanded by Capt. Chris Jensen, dean of oystermen in these parts. The plant at capacity will employ more than 200 men in the harvesting, opening, and shipping of oysters.

Bluepoint's new plant is a two-story building, 120 feet wide and 192 feet long. The plant is located on a landscaped twenty-acre plot on Shipyard Lane, East Greenport, along the shores of Gardiners Bay.

Clear of Storms

Now a supply of oysters, despite bad weather, always is assured, because Winter's icy fingers never grip the stretch of Gardiners Bay near General Foods' new Greenport plant nor

can the Atlantic's angry waves and the destructive winds that howl above them reach into the land-locked boat basin where the fleet unloads.

Four boats at a time can be unloaded at the rate of 1,200 bushels of oysters an hour. "Oysters," says the law, "may be caught only in daylight hours." Therefore speed in unloading and returning to the beds for dredging is essential.

When the dredges, *Magician*, *Jeremiah Smith*, *Margaret Raye*, *Ellen S.*, *Daisy Smith* or *Automatic* dock, their crews at once start shoveling the bivalve cargo onto a conveyor that is supported by a steel tower on each pier. This boat conveyor, which is raised and lowered by hand with winch and tackle, carries the oysters from deck to dock.

There the boat conveyor drops the oysters to a noise-deadening rubber pier conveyor. At a speed of 1,200 bushels an hour, the oysters are carried up an 18-degree incline into the plant. Two pier conveyors transfer oysters to the cull shop bins while two others deliver oysters to shucking bins.

Unloaded from boats at the rear of the building, oysters move to the culling and opening departments, and then through the doors or front end of the building, according to modern assembly line methods of production.

Oysters drop from the pier conveyors into the cull bin, which is 110 feet long, "V" shaped and vertically partitioned into halves. They tumble through door-covered openings onto a concrete slab, which serves as a table at the bottom of the bin. There 60 cullers, armed with iron culling knives, sound out thousands of oysters a day by a quick, but firm tap to ascertain their plumpness. After scraping foreign matter, like algae,

(Continued on page 10)

De Jean Packing Co. Has Complete Shrimp Line

Fleet of 36 Boats Catches Product Which is Shipped in Frozen, Canned, Raw, Cooked Form

THE quick freezing of shrimp which keeps the produce in prime condition and available at all seasons of the year, thus enabling the seafood industry to gradually absorb overproduction, has filled a long felt want of both packers and fishermen on the Mississippi Gulf coast.

Heartened by the opening of a continuous market for fresh shrimp through introduction of this new method, packers, after four years' trial, have been able to make further strides in growth of the seafood industry during the past 48 months than in the two previous decades. This method has brought about a wider market range, increased consumption of shrimp, and a corresponding stabilization of prices. All of which reflects to the benefit of fishermen, packers and consumers alike.

In Biloxi, Miss., on the shore of historic Biloxi Bay, where the Canadian explorer Pierre LeMoynes d'Iberville established the first French colony in the then vast territory of Louisiana, is a factory that has pioneered in introduction to the public of quick frozen shrimp. For years the shrimp packed by this firm has gone forth to grace the tables of housewives in every State of the Union. Now, through the facilities offered by the South Mississippi Ice Co., with its specially constructed quick-freezing unit, the DeJean Packing Company counts on the firm's My-T-Good brand of quick frozen shrimp as one of its market leaders.

The DeJean factory, operated under the management of Elmer Williams and Peck Williams, and with the careful supervision of a corps of inspectors of the U. S. Food and Drug Administration, is one of the best organized and most modernly equipped on the Gulf coast.

Preparing for Quick-Freezing

From the time a suction conveyor is plunged down into the hold of one of the firm's shrimp trawlers just in from the Gulf, the shrimp makes no contact again with wood. The shrimp are flumed up from the hold to a large tank in which circulates a constant stream of fresh, cold artesian water. Any particles of wood, seaweed or other flotsam of the sea are removed. Inspectors maintain close watch to make certain that only fresh shrimp goes to the picking tables.

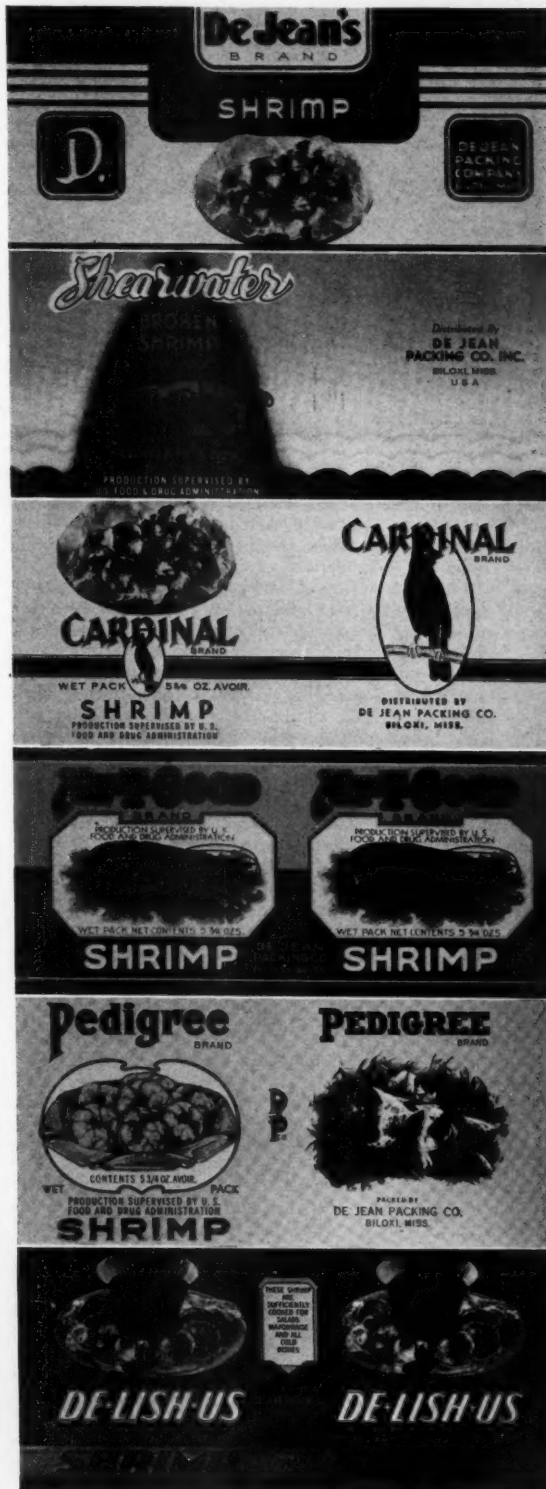
The product is then weighed, and selected shrimp are rushed by truck to the quick freezing room of the ice company. Here in a room built of concrete, steel and cork board, and capable of holding a temperature of from 40 to 50 degrees below zero, with a daily receiving capacity of 20,000 pounds, the shrimp is frozen.

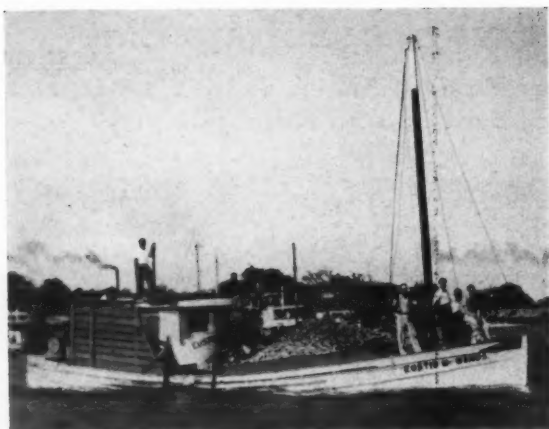
From the washing tank the shrimp go, by conveyor belt, to picking tables where the headless jumbo shrimp are carefully sorted out. These are placed in special containers, changed every few minutes in order that none may suffer from exposure to the elements, then dumped into another large tank filled with ice water to be thoroughly washed once more. Following this step the shrimp fall on mechanically operated sifter boards where they drop into slots of assorted sizes and thus the selection is made exactly uniform.

From the freezing room the shrimp is removed to an adjoining unit with tanks of cold water in which the shrimp is immersed, giving it the glaze which frozen shrimp retains until thawed out. Shrimp for which orders are not immediately available is placed in a special storage room of the ice plant, a structure similar to the freezing unit and with eight-inch cork walls. The storage room has a capacity of 250,000 pounds. The shrimp, packed in five-pound cartons furnished by the O. B. Andrews Co., Chattanooga, Tenn., is carefully stacked in tiers in such a manner that complete circulation around them is maintained in the zero temperature.

As market demands are forthcoming the frozen shrimp is withdrawn from storage. In orders that total 30,000 pounds or more refrigerated railroad cars are loaded direct from the

Right: Canned shrimp labels used by De Jean Packing Co., Biloxi, Mississippi. Elaborate colors add to their eye appeal.





The "Eustis McManus", operated by the DeJean Packing Co. of Biloxi, Miss. Skippered by Capt. Joe Ross. Powered with a 24 hp. Lathrop engine.

ice plant storage room. Smaller orders are handled at the shipping dock of the DeJean factory, where the five pound cartons, 20 to each barrel, are surrounded with cracked ice and shipped by express.

Handling of Canned Products

The same exacting care taken in the selection of only first grade shrimp for the frozen product is followed for the cooked and peeled grades which are packed in cans. Five flumes head from the central screen where the shrimp are dumped after the first washing following arrival on a shrimp boat. From the flumes the shrimp are dumped on long steel cables built especially for the factory by the American Can Co. Here experienced pickers sort out and place aside the large jumbo size used in the quick frozen product, while the remaining sizes are used in the DeJean canned products. Unless special orders are booked only the jumbo size is frozen, but the jumbo cooked variety is available on order.

The clean shrimp meat after this selection is placed by the pickers on a white rubber belt which runs in an endless fashion to the large cooking vats where the peeled product is cooked from 6 to 10 minutes, being immersed in hot salt water brine. Every lot of shrimp placed in the cooking vats once again undergoes examination by the Government inspectors. When this process is completed the shrimp starts once more on a continuous 24-foot rubber belt over which, at every one foot interval are special refrigeration outlets spraying cold air on the shrimp from a cooling plant located on the roof of the factory.

Following a final inspection for unsuitable shrimp, and with the broken sorted out, the next step finds the product on tables equipped with deep bins surmounted by a shelf filled high with cans manufactured by the American Can Co. The cans, ranging from the larger No. 5 to the small No. 1, are filled by experienced packers, carefully weighed on special scales and placed on continuous conveyors to be routed to American Can Co. closing machines. After being sealed the cans are stacked in iron process baskets, brought to retorts, a product of the Niagara Stamping & Tool Co., Buffalo, N. Y., and processed for 10 minutes. With the processing completed and the finished product cooled, the cans are placed in packing cases, two and four dozen capacity for the No. 1 type and removed to the warehouse. As orders are forthcoming they are again inspected and labels are affixed.

The DeJean Co. is one of the leading packers of shrimp on the Gulf coast and their brands are: My-T-Good, De-Lish-Us, Cardinal, Pedigree, DeJean's, Shearwater (Broken Shrimp). The firm also packs many oysters under the My-T-Good and Pedigree brands.

The factory buildings, which cover several acres near the tip of Biloxi peninsula, include a large warehouse, packing room, shucking room, raw department room, boiler room and an office building. Three piers, one each for oil, ice and loading of shrimp and oyster boats, completes the factory's building assembly.

Fleet of 36 Boats

The firm operates a large fleet of company boats. These trawlers, loaded with ice and having storage facilities available to stay out as long as two or three weeks, often go far out in the Gulf. Ordinarily the boats come in within 48 to 72 hours after leaving the plant.

The DeJean Packing Co. fleet of 36 boats and their captains are as follows: *Anna Mae Williams*, Hubert Williams; *Cornelius Williams*, Laurent Smith; *Mercedes Williams*, Fred Weems, Sr.; *Aimiee G.*, Ben Powell; *Twin Brother*, Dudley Langlinais; *Twin Sister*, George Webster; *Lily Rose*, C. J. Usey; *Cal Williams*, C. Comeaux; *Westo*, Arthur Olin; *Pride*, Cleve Miguez; *Ronald Boy*, Sangast Langlinais; *Beverly W.*, Willis Hebert; *Marion W.*, Fernand Smith; *Elmer Williams*, Jack Williams; *Regal*, Peter Wescovich; *Dixie Flyer*, Enoch Ramsay; *Omega*, O. Trocheset; *Winchester*, Jake Mladinich; *Pres. Roosevelt*, Paul Hire; *Raider*, Peter Hire; *Bubbling Over*, Joseph Cox; *Bonnie Yvonne*, Eddie Haab; *Penguin*, Paul Halat; *Catherine Williams*, Tom Schultz; *Clyde R.*, Adolph Ross; *Ethelyn Ross*, John Ross, Sr.; *Eustis McManus*, Joe Ross; *Sea Bat*, Ivon Thornton; *Anna Williams*, Leo Allen; *Curtis B.*, Paul Barginear; *Stella Ross*, Edmund Ross; *Miss Velma*, LeRoy Hilton; *Paramount*, Tony Barich; *Vamp*, Joe Trocheset; *Violet*, Joe Lombard; and *Sidney Joe*, Sidney Wescovich.

The DeJean Packing Co. has been in business for 18 years and employs regularly about 300 persons. During 1939 the factory packed and shipped to distributors the record number of 33,000 No. 1 cans of processed shrimp, in addition to large quantities of quick frozen, cooked peeled and headless shrimp.

"We have taken every precaution to make our plant not only one of the best from a mechanical standpoint, but we always have laid emphasis on the sanitary conditions surrounding the packing of our various brands of seafood. We have found our efforts well repaid," says Manager Elmer Williams.

Want Shrimp on Army Menus

Mayor Louis Braun of Biloxi, Commissioners F. A. Tucei and John Swanzy, and A. V. Ragusin, Secretary of the Chamber of Commerce, conferred with Senator Pat Harrison at Gulfport on October 15 regarding the matter of having the army use shrimp and other seafoods on its menu, in the training camps. Senator Harrison stated that if this were done, a substantial market for seafood products would be provided.

Dehydrating Shrimp Hulls and Heads

The Biloxi Dehydrating Co., Biloxi's newest industry, is handling five to six tons of shrimp hulls and heads daily in the dehydrating of this material for the manufacture of fish meal for use in chicken feeds. The meal produced at this plant is said to have a high protein value. The plant is the only dehydrating plant for this heretofore waste product and for the past two years has been experimenting with different phases of the industry, until now it has developed a substantial business.

Harold W. Boag is plant manager and W. E. Morris is vice-president, both being located at Biloxi. The president and secretary, Benj. M. Schulein, is located in St. Louis.

Florida Coastal Waters to Be Patrolled

Coastal and inland salt waters will be under constant patrol for the next several months for the enforcement of State laws related to fishing, it was announced recently. Fort Pierce will be headquarters for the patrol, for which a patrol boat and crew are being put on full time duty.

Enforcement of laws against illegal fishing, both commercial and sports, particularly pertaining to seining and netting, will be undertaken. These include the prohibition against fishing within a mile of the local inlet.

Would Ban Commercial Fishing

At the annual convention of the Florida Wild Life Federation in Tampa, a resolution was adopted endorsing a proposed bill to prohibit commercial seining and trapping of fish in fresh water lakes of the State.

The San Jose Boulevard Community Association will cooperate with a movement to legislate against commercial fishing in the St. Johns River from the Jacksonville bridge to the Volusia County bar, according to a resolution passed.



The "Dartmouth", built by the Morse Boatbuilding Company, of Thomaston, Me., for Robert Mitchell of So. Dartmouth, Mass., which was launched on Oct. 30, and will join the New Bedford fleet, in command of Capt. T. F. Landry.

Maine Sees More Draggers Launched

THE new dragger *Dorothy and Ethel II*, built by W. S. Carter of Friendship, Maine, for Capt. Harold Paulson and Norman Olsen of Cape Elizabeth, was launched on October 17.

The vessel is 71 ft. long, and has a 16½ ft. beam, and 7½ ft. draft. She is of cruiser type design with a square stern. Her fish hold capacity is 70,000 pounds.

Power is furnished by a 6 cylinder, 171 hp. Buda Diesel with a 6¾ bore and 8¾ stroke, sold by Rapp-Huckins Co., Inc., of Boston. The engine turns a 48x34 Hyde propeller on a 3-inch Monel metal shaft.

Navigating equipment consists of a Cape Cod Navigator direct reading direction finder, Fathometer depth finder and Ritchie compass.

Other equipment includes Hathaway winch and stern bearing, Twin Disc hauling clutch, 32 volt Exide battery, Wall rope and 2 kw. Universal lighting plant.

The *Dorothy and Ethel II* will be commanded by Captain Paulson, and will fish out of Portland.

The Launching of the "Dartmouth"

The new 93 ft. dragger *Dartmouth*, built by the Morse Boatbuilding Co. of Thomaston, Maine, for Capt. Robert Mitchell of So. Dartmouth, Mass., was launched from the Morse yard on October 30 and was sponsored by Mrs. Mitchell, wife of the owner.

This new dragger will join the New Bedford fleet next month and will be in command of Capt. T. F. Landry, with Harrison Hill as engineer.

She is 93 x 19 ft., 4 in., and has accommodations for 10 men. She is powered with an FP-6 DRSC 180 hp. Cooper-Bessemer Diesel engine, and has a Lister Diesel engine for hoisting. The vessel will have a speed of 9 knots and has a capacity of 120,000 pounds of fish.

Other equipment includes Hyde propeller, 5" bronze shaft, Hathaway stern bearing and winch, Kinney clutch, Fathometer, Shipmate range and Hallicrafters radiophone.

Captain Mitchell is also owner of the dragger *New Bedford*. This vessel, which has been in command of Captain Landry, will now be skippered by Capt. Rudolph Matland.

The new dragger is constructed along the same lines as the *John G. Murley* and *Charles S. Ashley*.

New O'Hara Plant

F. J. O'Hara & Sons, Inc., plan to open their new Rockland plant the latter part of November. The property consists of a wharf building approximately 200 x 100 feet, all of which has been completely remodelled and furnished with latest type



The launching party. Left to right: Mrs. T. F. Landry, Capt. Landry, Mrs. G. E. Williams, Mr. Williams, Capt. Robert Mitchell; Mrs. Mitchell, sponsor; Capt. John G. Murley, Mrs. Murley, Mrs. Harrison Hill, and Mr. Hill, Engineer.

equipment for handling and processing all kinds of fresh and frozen fillets. A nearby quick-freezing plant has also been taken over and thoroughly renovated, and equipped with modern machinery for the quick-freeze method of handling frozen fillets. This is the third plant to be operated by the Company, its other locations being at Boston and Portland.

Receipts Ahead of 1939

A larger catch and higher prices made September a good month for Maine lobster fishermen and as a result of these increases total receipts of \$399,635 to all producers in the fishing industry eclipsed those of the same period in 1939 by approximately \$84,000, according to the monthly statistical report of the Department of Sea and Shore Fisheries.

Lobster fishermen trapped a million and a half pounds while 84,000 pounds of Canadians were landed in Maine ports. Veteran fishermen reported the lobster catch to be the best in years while the price averaged four and a half cents a pound higher than during September 1939.

Herring swelled the total by \$50,000, which was paid for 77,000 bushels, but this was under the 1939 catch of 123,000 bushels. The price was 12 cents a bushel higher.

Other receipts included: 335,000 lbs. codfish; 258,000 lbs. haddock; 520,000 lbs. hake; 268,000 lbs. pollock; 95,000 lbs. cusk; 690,000 lbs. redfish; 22,000 lbs. shad; 80,000 lbs. flounders; 207,000 crabs; 1,072,000 sand and blood worms; 114,000 lbs. livers; 44,442 lbs. scallops; 4,220 lbs. shark; 434,000 lbs. whiting; 203,000 lbs. mackerel; and 27,233 lbs. swordfish.

Biggest Tuna Year in History

West Point was the leading tuna port on the Maine coast during the past season with 111 fish landed by commercial harpooners and handliners but Bailey Island, Portland, Kenne-



Capt. Harold Paulson (left) and W. S. Carter at Friendship on the new "Dorothy and Ethel II"



The "Eleanor", Capt. Everett Dexter, owned by Willard-Daggett Co., Portland, Me. She is 80 x 20 x 13 with 63 tons displacement. Powered with a 100 hp., 6 cyl. D13000 Caterpillar Diesel turning at 900 rpm. a 3-blade, 40 x 28 propeller through a 1.96:1 Twin Disc reduction gear, giving 8 knots at 459 rpm. The engine was sold and installed by the Eastern Tractor & Equipment Co. of So. Portland.

bunkport and Ogunquit ran neck and neck for rod and reel honors, according to a survey just completed by the Maine Development Commission. Available records indicate that a total of approximately 500 fish were taken by all methods, with rod and reel accounting for about 175 of them. It was definitely the biggest tuna year in the history of the fishery, with a record number of commercial and sports fishermen.

It is estimated that the 500 fish averaged nearly 400 pounds in weight each and a ready market was found for them in local and out-of-state fishing centers.

A total of 42 fish were landed at New Harbor and 27 at Boothbay. Portland dealers handled well over 100 while many were trucked direct to Boston and Gloucester.

High line commercial fisherman was Oscar Gilliam of West Point with 38 fish while his neighbor Ernest Wallace cinched second place with 33. Rubin Innis of Kennebunkport took 23, five of which fell before the iron in one day. Elliot Gilbert of New Harbor was credited with 21 fish while several other harpooners took nearly that many.

High line boat was Capt. Bill Munsey's of Bailey Island with 12 fish. Boats captained by Bob Fisher and Ken Hutchins of Kennebunkport had 11 each while Jesse Johnson of Bailey Island saw nine landed in his boat. Oscar Snow and Glenroy Scott of Ogunquit each had nine landed by anglers in their boats.

Bluepoints Co. Opens Oyster Plant

(Continued from Page 6)

moss, mussels and seaweed from the shells, the oysters are size-graded into six nearby wire bushel baskets, which are placed in rows on wooden benches between two adjacent cullers.

One of the six wire baskets always is used for seed oysters or small misshapen ones not suitable for shipment and therefore returned to the beds for further growth.

Tight Packing Prevents "Bill-Chipping"

Filled baskets of market-sized oysters in the culling room, which is on the south side of the building, are put on metal frame basket holders suspended from overhead monorail trolleys connected by endless chain to provide continuous motion in one direction around the culling bin. These oyster-filled baskets moving at the rate of 30 feet a minute are transported from culling tables through rinsing troughs, where they are shaken mechanically in a bath of chlorinated water, then sprayed with cold fresh running water, and trolleyed to a tamping block. There the baskets are removed from the carriages and

the oysters dumped into barrels or boxes for shipment. When barreled or boxed the oysters are vigorously rocked over two slabs of hardstone slightly sloped into a "V" shape, for draining the container underneath and whirling it to shake down or tightly pack the oysters. They must be compacted into a tight mass to withstand distant shipment, as well as to prevent chipping their "bills"—which causes the oysters to die.

Piling Up 200,000 Bushels of Shells

In the concrete table, at each culler's position, are two holes. Shells and seaweed, dropped into the bin along with good oysters, are pushed through one hole. The good oysters are sorted out. The shells and seaweed, however, drop onto a conveyor that carries them outside the plant to an elevated pivoted conveyor. This conveyor may be turned around by hand to different positions to build up 30 feet high a semi-circular pile of shells totaling 200,000 bushels.

Through the second hole in the culling table drop odd sized or misshapen oysters to a reject conveyor. This carries them from the cull room to the East side of the building and up an inclined cross conveyor, where they are shuttled to another conveyor that takes them above the bin in the opening or "shucking" department, located on the North side of the plant.

The concrete bin in the opening department is similar to that in the cull department. On each side of the bin are positions for 38 men, or a total of 76 positions. Each opener works separately. A swing of an opener's hammer at the bill of an oyster, which has been placed on a small anvil-like iron, and the shell cracks. A slash underneath the top shell, a twist inside the lower shell, and the opener's knife lifts out of the shell the oyster meat which is put into a perforated Monel gallon pot. In this plant 400,000 oysters a day are thus opened to get 2,000 gallons of oyster meats.

After the opener fills the gallon pot—and an opener "shucks" 4,000 to 5,000 oysters a day—he carries it to a window in a partition at the West end of the shucking room. There the pots are tallied and their contents given a preliminary washing and inspected for discolored meats, which are separated from the others. Down Monel riffle boards the oyster meats flow along with wash water into the Monel tanks. Therein they are agitated by air to separate sand and shells from the meats. They are then drawn from the tanks into a Monel skimmer, where the water is drained off and the meats drained suitably for packaging.

Gravity Grader Sizes Meats

The meats then are dumped into a grading machine, which, working by gravity, grades 100 oysters a minute into four sizes.

The various sizes are packed into lithographed cans, which, after being automatically sealed, are placed in the refrigerated room. Can sizes range from five gallons to one-twentieth of a gallon. The cans, after being boxed or barreled, are covered with cracked ice, which is chipped from solid cakes by a special machine in the plant.

West of the oyster meats packing room—where the opened oysters were washed, drained, graded and put into cans—and adjacent to it, is a room for quick-freezing oysters in Birdseye packages. The meats are transferred to this room in five-gallon cans from which the oysters are filled into paper packages, weighed and sealed, and then placed in trays in the quick-freezing chamber. Quick-freezing requires about an hour and a half. A unit can quick-freeze 300 gallons of oysters a day. The packages then are placed in a shipping carton. These cartons are stored in a super-cooled room and shipped packed with carbon dioxide ice.

Building Meets All Requirements

The building, according to J. M. Lednum, Bluepoints engineer, who directly supervised its construction, contains 380,000 cubic feet of space. The first floor has 21,000 square feet and the second floor 14,000 square feet. Between floor height is eleven feet.

The plant and its arrangement of equipment and machinery is laid out to give foremost consideration, in order named, to: sanitation, permanence, appearance, within a reasonable cost, arrangement for economical operation and flexibility. If any part of the machinery fails and operations are interfered with hand conveyances can be utilized.



The "Mary and Jennie", owned by Capt. Vincenzo Catanzaro, Boston, powered with a 95 hp. Wolverine Diesel engine.

Boston Firm Orders Six New Trawlers

F. J. O'HARA & SONS, INC., have just signed a contract with Maine Shipbuilding Corporation of Portland, Me. for the construction of six new trawlers. All of the vessels will be powered with Superior Diesel engines. Further particulars are not available at present.

This is believed to be the largest number of fishing boats ever ordered at one time by a single operator.

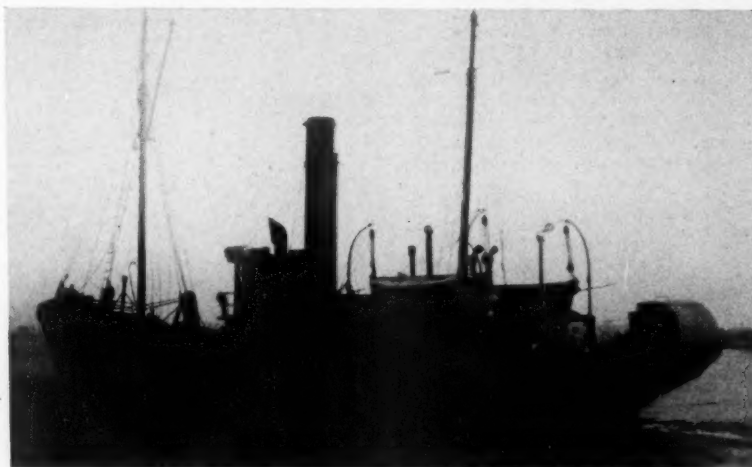
F. J. O'Hara is President and Treasurer of the firm, and J. J. Ryan, General Manager. The Company recently sold its entire fleet of seven trawlers to the Government for Naval service.

New Food Fish

Capt. Iver Carlson and crew in the Boston trawler *Wave* caught 10,000 pounds of monkfish in one set on Georges early last month. They saved some 2,000 pounds of the fish and sold them at Boston for \$1.25 a hundred pounds. This was for the purpose of introducing the people of this section to a new food fish. Monkfish, it is said, are eaten in Europe but up to this time have never been served at American tables.

More properly called the angler fish, this species is familiarly known in the Gulf of Maine and is common, too, in Massachusetts Bay, south of Boston. Scaleless and smooth, with an enormous mouth, it is a mottled brown above, white below, averages 3 to 4 feet in length, and about 45 pounds in weight.

The Boston beam trawler "Billow", owned by General Seafoods Corp. She is powered with a 375 hp. Cooper-Bessemer reversible, 8 cylinder engine, and is equipped with Bethlehem electric winch, Diehl generator, Willard batteries and Fathometer.



The marketed portion of the fish, the tail, which amounts to about 20 per cent of the total weight, comprises only a small section of the body. This could be increased to around 30 per cent by more careful cutting of the body, according to the statement of Iver Carlson.

Boston Fish Pier Landings for October

(Hailing fares. • Figure after name indicates number of trips)

<i>Adventure</i> (4)	316,500	<i>Marietta & Mary</i> (1)	34,000
<i>Adventure II</i> (4)	234,000	<i>Maris Stella</i> (4)	195,000
<i>Aeolus</i> (3)	120,000	<i>Marjorie Parker</i> (2)	45,000
<i>American</i> (3)	211,000	<i>Mary & Julia</i> (2)	81,000
<i>Arlington</i> (4)	397,000	<i>Mary E. O'Hara</i> (3)	164,000
<i>Atlantic</i> (4)	371,000	<i>Mary Jane</i> (2)	80,000
<i>Bettina</i> (3)	118,000	<i>Neptune</i> (3)	290,000
<i>Billow</i> (2)	185,000	<i>Newfoundland</i> (1)	34,000
<i>Boston</i> (2)	156,000	<i>Newton</i> (3)	378,000
<i>Breaker</i> (2)	253,000	<i>Ocean</i> (3)	364,000
<i>Breeze</i> (2)	140,000	<i>Olympia</i> (2)	114,400
<i>Brookline</i> (4)	328,000	<i>Plymouth</i> (4)	320,000
<i>Cambridge</i> (3)	162,000	<i>Pollyanna</i> (3)	152,000
<i>Cape Ann</i> (1)	36,000	<i>Quincy</i> (4)	343,000
<i>Comber</i> (2)	186,000	<i>Rainbow</i> (2)	59,000
<i>Cormorant</i> (3)	402,000	<i>Ripple</i> (3)	341,000
<i>Crest</i> (3)	421,000	<i>Rita B.</i> (4)	212,000
<i>Dorchester</i> (4)	335,000	<i>Ruth & Margaret</i> (2)	143,000
<i>Elizabeth N.</i> (3)	102,000	<i>St. George</i> (2)	156,000
<i>Elk</i> (4)	184,000	<i>Saint Joseph</i> (4)	150,500
<i>Ethel B. Penny</i> (3)	85,000	<i>Sea</i> (2)	148,000
<i>Evelyn G. Sears</i> (1)	53,000	<i>Sebastian C.</i> (2)	51,500
<i>Fabia</i> (3)	325,000	<i>Shamrock</i> (4)	250,000
<i>Fannie F. Hickey</i> (3)	59,400	<i>Shawmut</i> (3)	383,000
<i>Flow</i> (2)	212,000	<i>Spray</i> (3)	437,000
<i>Foam</i> (1)	58,000	<i>Squall</i> (3)	453,000
<i>Frances C. Denehy</i> (2)	96,000	<i>Stanley B. Butler</i> (1)	57,000
<i>Gale</i> (3)	465,000	<i>Storm</i> (3)	379,000
<i>Gertrude Parker</i> (2)	44,000	<i>Surf</i> (2)	429,000
<i>Geraldine & Phyllis</i> (2)	91,000	<i>Swell</i> (2)	374,000
<i>Gert. L. Thebaud</i> (2)	182,000	<i>Thomas Whalen</i> (4)	339,000
<i>Gossoon</i> (4)	258,000	<i>Tide</i> (3)	670,000
<i>Grand Marshall</i> (2)	168,000	<i>Trimount</i> (1)	70,000
<i>Harriet N. Eldredge</i> (2)	91,000	<i>Triton</i> (3)	230,000
<i>Hekla</i> (3)	346,000	<i>Vagabond</i> (3)	88,000
<i>Helen M.</i> (3)	97,000	<i>Vandal</i> (3)	133,000
<i>J.B., Jr.</i> (1)	36,000	<i>Venture II</i> (3)	166,000
<i>John G. Murley</i> (2)	149,000	<i>Wave</i> (4)	509,000
<i>Josephine & Mary</i> (1)	38,000	<i>Whitecap</i> (1)	73,000
<i>Julia & Eleanor</i> (1)	62,000	<i>Wm. J. O'Brien</i> (3)	259,000
<i>Killarney</i> (2)	90,000	<i>Wm. L. Putnam</i> (4)	258,000
<i>Str. Lark</i> (5)	377,000	<i>Winchester</i> (3)	282,000
<i>Lark</i> (3)	185,000	<i>Winthrop</i> (3)	232,000
<i>Laura Goulart</i> (1)	89,000		

Gloucester Captains Order Two New Draggers

B. F. WARNER, of Kennebunkport, Maine, has laid the keel for a 90 footer for Capt. Frank Foote of Gloucester. He also has an 85 footer set up for Capt. Frank Favazza of Gloucester, to be skippered by Capt. Jos. Cottoni.

Both will have Atlas Imperial Diesel engines — the first a 200 hp., and the second a 160 hp.

The boat for Favazza will be of the same construction and equipment as the *Natale III*, launched from Warner's yard on October 5, for Capt. Anthony Linquata of Gloucester. She will have a Hyde propeller, stern bearing and stuffing box, Kinney clutch, Shipmate range, Fathometer, Bludworth direction finder, and Plymouth cordage.

Dragger Sales Hit by Excess Profit Tax

Owners of local fishing draggers who believe that their craft may soon be purchased by the U. S. Navy as mine sweepers are disturbed over the knowledge that last month a bill was passed in Congress exempting from paying the excess profits tax, owners of vessels of more than 2,000 gross tons, sold to the Government. Also disturbed over the news are those owners who have already sold their craft.

Under the law, the Government had proclaimed that the difference between the book value of a dragger or steamer and the amount paid by the Government for the craft was taxable to the amount of 60 percent, which means that a dragger which the Navy bought for \$60,000 and whose book value was \$40,000 would be taxed for 60 percent of the difference, \$20,000, as an excess profits tax, so that the former owner would actually receive \$48,000 net for the boat.

The owners plan to seek to have an amendment to the bill to include vessels under 2,000 gross tonnage, so as to realize full value for their boats if taken by the Navy.

According to the bill, an appeal could be made to the Maritime Commission after the sale of a craft to the Navy, for those boats under 2,000 gross tonnage, stating that they intend building another craft with money received from the Navy purchase. In the event the new craft meets with the approval of the Government as a possible auxiliary naval vessel, then there is a chance that the former owner will be exempt from the excess profits provision.

"Rio Douro" Sold to Navy

The 96 ft. Gloucester dragger *Rio Douro* sailed on October 30 on her final trip out of Gloucester, bound for the General

Ship & Engine Co. at East Boston, to be converted at once into a mine-sweeper training ship for the U. S. Navy. She is the first Gloucester fishing vessel to be bought by the Navy. The departure of the *Rio Douro* means a loss of three million pounds of redfish a year to this port, for she was one of the fleet's heaviest producers.

The vessel was taken to Boston by Capt. Albino Pereira, who, with Lawrence C. McEwen, had her built at Thomaston, Me., four years ago. Recently she has been commanded by Capt. Oscar Ribeiro, who brought her home on October 28 with a trip of redfish, landing the final catch at the Gloucester Fish Pier Fillet Co.

Benefits of Hatchery Shown

That the work of the United States Fish Hatchery at Ten Pound Island is worth-while is easily seen by gill net fishermen hunting pollock in Ipswich Bay.

Netters report that they have found many pollock with the hatchery tags, indicating that the fish which were released by the hatchery have grown up.

It also shows that the grounds have been replenished by this work and that is what is needed for the future of the industry. A fleet of 15 gill netters are operating out of Gloucester and include the *Agnes and Myrnie*, *Enterprise*, *Phyllis A.*, *Catherine*, *Edna Fae*, *Anna C.*, *Austin W.*, *Lucretia*, *Naomi Bruce II*, *Eliza C. Riggs*, *Naomi Bruce III*, *Margie and Roy*, *Naomi Bruce*, *Polly T.*, and *Jackie B.*

New Wolverine for "America"

The dragger *America*, Capt. Gil Lafford, was having a 175 hp. Wolverine Diesel engine installed at Bridgeport, Conn., last month, replacing a 150 hp. engine.

New Jersey Scallop Fishing Revived

By Bethune Jones

REVIVAL of the scallop fishing industry at New Jersey's Cape May loomed early in November with the discovery of mature scallops in a huge bed 45 miles off the coast.

Ten scallop boats out of New York were making their headquarters by Nov. 11 at the various wharves of the Cold Spring Fish and Supply Company in Cape May Harbor and Jesse Laudeman, an official of the Company, pointed out that if the supply remained good, there was strong likelihood that the New Bedford scallop fleet of 50 boats would make its headquarters at Cape May.

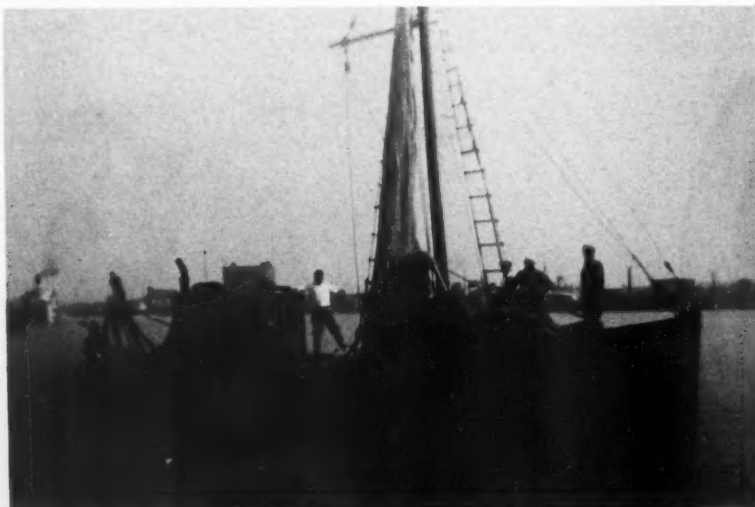
The first shipment of scallops from Cape May in more than eight years was made during the second week of November after the shellfish had been found to produce marketable scallops.

With the depletion of the mature bivalves from the bed in 1932, Cape May's scallop industry had stopped completely. Laudeman explained that the small scallops, which were left in the bed because they were not large enough to be worth while at that time, had matured and multiplied during the eight-year lapse.

Captains of the New York boats which began working the bed reported that the scallops cover an area of 50 miles in length, and veterans of the fleet expressed belief the industry will thrive for a considerable time.

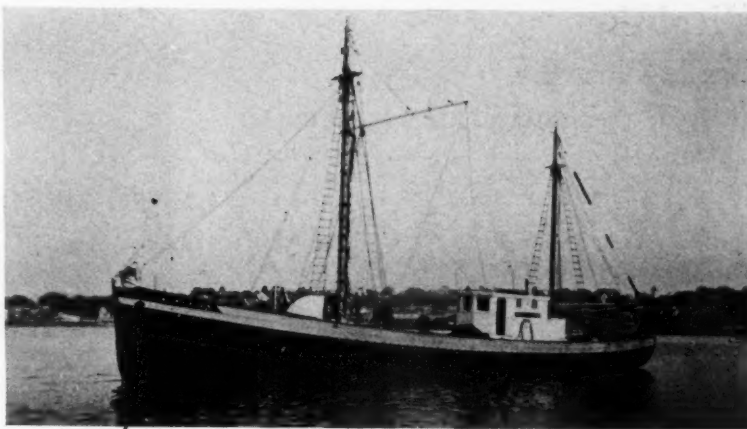
One boat returned to port early in the month with a catch of 1,500 gallons of scallops, which brought a price of \$1.50 per gallon net to boat at the Cape May wharves.

Transfer of the New Bedford fleet to Cape May was seen as probable because 400 miles of running are required for the New England fleet to reach the scallop beds in that area, whereas the Cape May bed is less than 50 miles off shore.



The "Joe D'Ambrosio", owned by Capt. Domenico Ambrosio of Boston, powered with a 75-90 hp. 3 cylinder, 8½ x 12½, 4 cycle Wolverine Diesel engine.

The "Superior", owned by Capt. John Dahlmer, Gloucester, Massachusetts, 100.2' by 19.7', gross tonnage 107, net tonnage 73, powered with a 6-cylinder, 12 1/2" x 15", 315 hp., 300 rpm. Superior Marine Diesel.



Great Lakes International Board of Inquiry Holds Hearings

THE International Board of Inquiry, for investigation of the Great Lakes fisheries, held a hearing at Milwaukee, Wis., on October 24th, 1940. The hearing was well attended. John R. Schacht, President, Great Lakes Fisheries Association, was present in behalf of the commercial fishery industry of the Great Lakes. In his statement to the Board, he took the position that control of the Great Lakes Fisheries should remain with the States, and that these fishery rights should never be surrendered to any body or commission having complete and unrestricted regulatory powers. He contended that whatever regulations may prove necessary should be made by the State or States directly affected through their legislatures.

On October 23rd, 1940, a private meeting was held at the Hotel Pfister, Milwaukee, Wis., to discuss the situation. Some fifty producers of the Great Lakes attended. The producers who were invited to and attended this meeting unanimously endorsed the Association's position. Mr. Schacht will attend other hearings, on Lake Erie and elsewhere, and at these future hearings will discuss the subject of depletion and pollution.

Mr. Schacht: "We understand that a questionnaire has been mailed, by the American members of the Board of Inquiry, to practically every commercial fisherman of the Great Lakes waters. It is absolutely optional with the fishermen whether they fill it out or not. We find the questionnaire quite complicated. To fill it out correctly will require a great deal of thought and intelligent consideration. While we do not wish to influence any fisherman as to his answers, we cannot help uttering a word of caution. We advise fishermen to be careful in their answers. Do not answer questions you do not understand, or of which you have no knowledge. If the meaning or purpose of a question is not clear to you, better omit it, for an ill-advised answer may inadvertently and unintentionally hurt some other fellow, or the other fellow may hurt you. Do not take snap judgment. It were far better not to send in the questionnaire at all, rather than fill it out hurriedly or without careful consideration.

"The agitation for International Control is based upon the assumption that there has been a serious depletion of the Great Lakes fisheries. This assumption we sincerely contradict. It is not based on fact. Statistics fail to prove it. We do not think the Great Lakes fisheries are in such a precarious condition as to require a major operation.

"We are unalterably opposed to the control and regulation of the Great Lakes commercial fishery industry by an administrative board or commission having complete and unrestricted regulatory powers, be it Federal or International."

Marquette Hearing

The International Board of Inquiry sat at Marquette, Mich., on October 18.

Both Canadian and American commercial fishermen charged at the initial hearing in Sault Ste. Marie, Ont., October 17, that shutdown of some Michigan fish hatcheries eight years ago was responsible for a decrease in trout and whitefish in Lakes Huron and Superior.

The fishermen argued that an increase of hatcheries, rather than imposition of a closed season during the spawning period, should be employed to restock the lakes. They contended that greater numbers of fish were hatched from spawn they collected and sent to hatcheries than through natural means.

George Purvis, a Gore Bay (Ont.) commercial fisherman, who favored reopening of Michigan hatcheries, said that fishermen had been forced during the last few years to employ more nets to maintain former average catches. T. A. Westerman, of the Michigan Conservation Department, had claimed that annual takes of fish had not varied greatly during the last few years.

C. Brown, of Whitefish Bay, Mich., argued for reopening of the Sault Ste. Marie (Mich.) hatchery to re-stock trout and whitefish in his area.

Million Lake Trout Released in Lake Michigan

The Division of Fish Culture of the Fish and Wildlife Service has been very successful in rearing lake trout at the Charlevoix, Mich., Hatchery. The State of Michigan patrol boat was used in planting the fish during August, and approximately one million 3 and 4-inch lake trout were released in Lake Michigan.

Last season lake trout were also reared at Charlevoix. However, the Fisheries Service was not so successful in rearing the fish, due to adverse water conditions. The water supply at that time was obtained from the Charlevoix channel, which connects with the lake. This season the water supply has been obtained from a well which has a uniform water temperature.

The experiments in feeding the fish last year led to changes in diet this season, with the result that the feeding of the fish was more successful. This is the first time that such a large number of lake trout have been successfully held and fed by the Fisheries Service.

Spawn Fishing in Wisconsin

During the first week in November, Wisconsin fishermen engaged in spawn fishing for trout. The spawn were turned over to the State hatchery.

At Two Rivers four boats carried on this work, namely, the *Amity*, owned by Rawley Fish Co.; *Mercury*, Capt. Everett Lafond; *Le Clair Bros.*, Capts. Albert and Ed Le Clair; and *Allie Bros.*, Capts. Elmer and Walter Allie.

The season for chubs and trout, which closed October 10, was to be reopened November 21, and this was expected to result in increased activity for the fleet.

Virginia Drafts Plan for State Certification of Oysters

THE committee of packers designated by the Virginia Commission of Fisheries to draft a plan for State certification of oysters met on the morning of Thursday, November 7, at the J. H. Miles Packing Company in Norfolk.

William Ballard, Norfolk packer, has been added to the personnel of the committee, named several months ago by Mapp to consider a certification program and make recommendations to the Commission.

J. H. Meek, of the Division of Markets, State Agricultural Department, and assistant, were present for the conference, together with two representatives of the United States Fish and Wildlife Service, F. R. Pottiner and C. F. Lee.

Five grades of shucked oysters are proposed: counts, containing not more than 200 oysters per gallon; extra selects, not more than 250; selects, not more than 300; extra standards or mediums, not more than 450; and standards, more than 450.

Purple labels would designate the counts or extra selects; blue labels would identify the selects; and red would mark the extra standards.

"Much has been done in this country in the past 20 years to standardize food products, according to use and value," Meek said, "but in the retail field housewives find different grades indicated by the same terms on different items." The labeling plan is proving a successful effort to alleviate this situation, he pointed out.

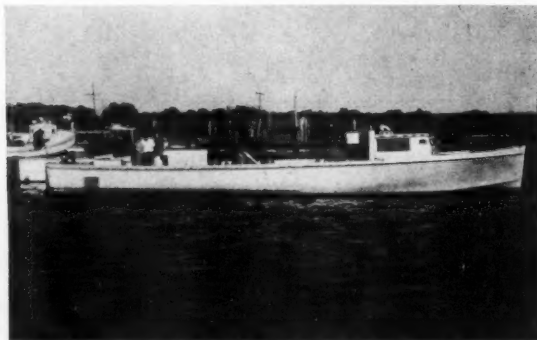
Screw Borers Are Fewer

Because of the heavy rainfall last Summer and the large number of freshets feeding the tidewater rivers, the screw borer parasite has diminished considerably in Virginia waters this year.

Oysters Carefully Handled

It is doubtful whether any food product in this country is subject to more stringent sanitary regulations than the oyster, the Virginia Commission of Fisheries has pointed out. The beds from which oysters are taken for market are subjected to sanitary examinations by the health authorities of the States in which oysters are produced. If the bed meets certain bacteriological and chemical standards of purity, a certificate is issued to the oyster growers by appropriate State authorities.

After the oyster has been extracted from the shell it is again subjected to rigid bacteriological examination and must meet high standards of purity. Employees engaged in handling fresh oysters at the shucking plant are required to pass periodic



The 34 ft. party boat "Victor" owned by Capt. Walton G. Stowman of Dorchester, N. J., and powered with twin Gray Six-51's, 3:1 reduction gears, 24 x 24 propellers. 17 mph. at 2500 rpm.

medical examinations and any found suffering from contagious diseases are prohibited from engaging in this type of work. The shucking plant and its physical equipment also are given periodic examinations.

Change Rules on Crab Pots

Two changes in the regulations governing operation of crab pots in Virginia waters were ordered at an executive session of the Commission of Fisheries, Newport News, October 22, following an open hearing on the question earlier the same day. The Order passed is as follows:

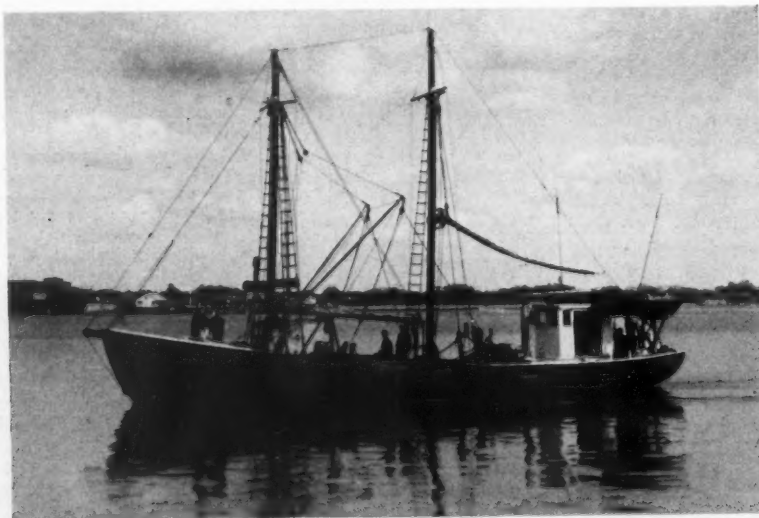
"That in Chesapeake and Mobjack Bays, the crab pot mesh shall remain at one inch, and in all other waters, where permitted, the mesh shall not be less than 1½ inch;

"That the limit be thirty-five (35) pots to a person, and that the license be \$5.00 for each individual (instead of \$4.00) and that all crab pots be staked and made fast thereto;

"Provided, That no crab pots shall be allowed on the Eastern or Ocean side of Accomac and Northampton Counties, nor inside of the headlands of the creeks on the Chesapeake or Western side of said counties; and,

"Provided further, that in creeks on the Western shore of the Bay where the setting of crab pots results in the catching and destruction of terrapins, the setting of crab pots is prohibited."

The above order is to become effective February 1, 1941.



The "Shannon", New Bedford scallop dragger, is 75 ft. long, 16½ ft. beam and 9 ft. draft. Capt. J. W. Murphy is the skipper, and J. W. Murphy, Jr., is her engineer. Power is furnished by a 110 hp. Atlas Diesel, turning a 48 x 38 Columbian propeller at 325 rpm., which gives the boat a cruising speed of 9 knots.

Maryland Net Fishermen Organize To Safeguard Supply of Fish

NET fishermen throughout tidewater Maryland are organizing with a view to safeguarding the supply of the Bay's commercial fish, the shad and striped bass. Heretofore many measures have been proposed more or less by a sportsmen group but it is felt that perhaps fishermen can propose a better plan of conservation and go farther than the sportsmen.

The net fishermen's organization known as the Commercial Fishermen's Advisory Council will shortly begin a series of meetings on its program. The committee is composed of Capt. Ira Todd of Crisfield, Carroll Jackson of Tilghmans Island, and Albert Woodfield of Galesville, Md. A county chairman in each county will represent commercial fishermen in that section.

Public Hearings Ordered

Notice was given by the United States Tariff Commission on October 24 that public hearings in the crab meat investigation will be held in Room 307, Post Office Bldg., Seattle, Wash., on the 4th day of December, and at the office of the United States Tariff Commission in Washington, D. C., on the 11th day of December, each hearing beginning at 10 A.M. At these hearings all parties interested will be given opportunity to be present, to produce evidence, and to be heard with regard to the differences in costs of production of, and all other facts and conditions enumerated in Section 336 of the Tariff Act of 1930 with respect to crab meat, fresh or frozen (whether or not packed in ice), or prepared or preserved in any manner, including crab paste and crab sauce.

The Tariff Commission ordered the investigation to determine whether there should be an increase in the duty on imports of crab meat, supplied largely by Japan. The duty on crab meat is now 15 percent of the value. If the Tariff Commission should find a wide discrepancy between the cost of production abroad and in the United States, the duty could be increased by as much as 50 percent.

Oyster Dredging Season Under Way

November 1st was the real opening of the 1940-41 oyster season in the Maryland waters of the Chesapeake Bay. This date was the beginning of the dredging season and dredge boats from Baltimore to Crisfield sailed out of the different harbors for the oyster rocks.

The captains have been putting their boats in shape, painting, overhauling, and having their sails and motors repaired. Thus far this season, oysters have brought good prices in the shell and for shucked stock. Shell prices have been from fifty cents to \$1.00 a bushel and shucked oysters from \$1.00 for standards to \$1.50 for selects.



The "Providence II" owned by Capt. Guido Zecchine, formerly a red snapper fisherman of Pensacola, Florida, now engaged in shrimping out of Morgan City, Louisiana. She is powered with a 100 hp. Superior Diesel engine, with a 2 to 1 reduction gear, swinging a 32 x 20 propeller, and is rigged with Columbian Rope.

The cull law is being rigidly enforced and the twenty-five patrol boats will be on the rocks to see that the cull law and other laws regarding dredging is observed. The largest of the fleet is the *DuPont* and the Gov. R. M. McLane.

Maryland's oyster output was but 3,200,000 last season but a large increase is expected this season as several areas that have been planted by the State will be opened this Fall. Speaking of the increase in production of oysters in the Maryland section of the Chesapeake Bay and its tributaries, Mr. Warfield of the State Conservation Commission said that out of the 1,500,000 tidewater acres there are approximately 265,000 acres of oyster bottoms, not all of which are productive. Applying a standard of one hundred bushels of oysters annually per acre, a yield of 26,500,000 bushels of oysters a year might be possible, but that it would be a catastrophe from a marketing standpoint.

New Oyster Packing Plant Completed

R. L. Webster, well-known seafood authority, has recently completed a new and modern oyster packing plant, which is located on deep water at Deals Island, Md. Impartial observers have stated that this is one of the most modern oyster and crab houses on the Chesapeake and is complete in every detail.

Purchase Power Boat "Frances"

Capt. Clarence Crockett and his son George of Crisfield recently purchased a power boat, the *Frances*, which Captain Crockett will use in running oysters this Winter from various points on the bay to the John T. Handy Co. in Crisfield.

The *Frances* is 65 ft. long, 15 ft. beam and will carry 1,000 bushels of oysters.

Capt. Ferdinand Salvador, of Provincetown, Mass., and his 41 ft. dragger "Stella". She is powered with a 60 hp. Atlas Diesel engine, and equipped with a 34 x 24 Columbian propeller, Exide battery, Hathaway winch, Household Marine range, Linen Thread nets and Wall Rope.





This car card, in attractive colors, is one of a number of pieces of striking advertising material distributed by the Long Island Oyster Growers' division of Middle Atlantic Fisheries Association, 203 Front Street, New York City.

New York Fishery Council Active in Publicity

A NEW poster issued by Fishery Council stresses the need for National defense. It reads "National Defense Requires Strong, Healthy People" and below is the Council's popular phrase, "Fish Insures Good Health." Copies will be sent on request to those who desire them. Write Council, 204 Water St., N.Y.C. The poster was made by Ed Irwin of the Council.

Fish for American Economy

A recent fish publicity story by the Council was syndicated all over the Country by the NEA syndicate. The first paragraph is included here:

"The great variety of fish and shellfish in our American rivers and oceans could become an abundant source of high grade protein at low cost if we included fish in our menus more than once a week."

And later, "Part of our drive for American economy in the home should be to urge our families and our friends to use fish more frequently."

Broadcasts Plugging Fish

"Fulton Fish Market", a narrative poem, was broadcast recently over the Columbia Broadcasting System. It was composed by Prof. Flaccuss of the College of the City of New York.

Sal Rasa of International Fish Company was heard over the same Columbia Broadcasting System on November 12th. He was on "We the People" because of his dual occupation—fish merchant by day and orchestra leader by night.

Song Writers Honored

The fishing industry honored the composers of the popular song, "Tennessee Fish Fry," with a fish fry on Wednesday, October 23, the Fishery Council reports.

Arthur Schwartz and Oscar Hammerstein II, composers of the present hit song from "American Jubilee," received a scroll from Frank W. Wilkisson, President of the Fishery Council, and also a huge halibut from the Grand Banks as well. Real channel catfish were served at the lunch. The fish were flown to New York by plane.

Better Cooks and Salesmen

A fish cooking course has been put into the W.P.A. Household Training Project through the cooperation of the Fishery Council. This will help make better fish cooks of our domestic help.

In the recent annual report of the Food Trades Vocational High School the Fishery Council was given credit for putting in a fish department and supplying fish. The school is teaching youngsters to become better retailers and merchandizers.

New Members

The United Retail Fish Dealers' Association has become a member of the Fishery Council. The retailers, represented by Sol Wolpaw and H. Nussbaum, linked themselves to the Coun-

cil because it is endeavoring to sell more fish by acquainting the general public with the taste, health and economic merits of all fish and shellfish.

Life and Action

Mike Levy, head of his own company, had live scallops displayed in a Broadway restaurant to show the public what they are like, and George Tyner, of Shelter Island Oyster Company, installed a man opening oysters in a restaurant window.

Fulton Market Wholesale Prices

Specie	Oct. 1-5	Oct. 6-12	Oct. 13-19	Oct. 20-31
Albacore	.01½-.02½	.02-.02	.02-.02½	
Bluefish	.03-.23	.03-.30	.03½-.30	.05-.30
Bonito	.03-.08	.02-.10	.02-.10	.03-.10
Butterfish	.01½-.12	.03-.14	.04-.15	.04-.16
Codfish, steak	.07-.12½	.08-.15	.06-.12	.06-.14
Codfish, mkt.	.04½-.06	.06-.07½	.03-.06	.05-.08
Croakers	.04-.06	.01½-.05	.01½-.06	.03-.08
Dabs	.. ..	.08½-.08½	.. ..	.06½-.07
Eels	.04-.20	.04-.10	.. ..	.. ..
Flounders	.03-.10	.03-.12	.02-.08	.01½-.20
Fluke	.08-.14	.08-.18	.10-.17	.07-.18
Haddock	.03¼-.05½	.05-.07	.03-.06	.02½-.09
Hake	.04-.06	.04½-.07	.03-.06	.01-.08
Halibut	.17-.18	.15-.18	.16-.19	.16-.18
Mackerel	.03-.15½	.03-.12	.05-.18	.02-.14
Mullet	.08-.09	.05-.11	.02½-.11	.02½-.11
Pollock	.04-.05	.05-.05½	.04-.05	.04-.06
Pompano	.. ..	.35-.42	.. ..	.40-.45
Salmon, Pacific	.16-.17	.15-.18	.14-.18	.11-.21
Scup	.06-.06	.03½-.12	.02½-.06	.03½-.08
Sea Bass	.06-.20	.06-.17	.05-.18	.06-.20
Sea Trout, gray	.04-.25	.03-.23	.04½-.22	.06-.25
Sea Trout spnd.	.. ..	.15-.15	.10-.12	.10-.16
Silversides	1.00-2.00	.50-1.00	.. ..	.25-.75
Red Snapper	.. ..	.. ..	.19-.20	.15-.19
Sole, gray	.05-.12½	.09-.14	.05-.12	.06-.14
Sole, lemon	.14-.14	.11-.15	.09-.09	.12-.15
Spanish Mackerel	.. ..	.13½-.14	.10-.12	.09-.11
Striped Bass	.15-.28	.15-.25	.12½-.22	.11-.22
Tautog	.05-.05	.05-.05	.. ..	.05-.06
Tilefish	.. ..	.. ..	.04-.06½	.07-.07
Tuna	.07-.10	.07-.10	.06-.11	.. ..
Whiting	.02-.06	.01½-.05	.01½-.06	.00½-.07
Yellowtails	.02½-.06	.03-.07	.02-.05	.02-.10
Clams, hard	1.25-3.50	1.00-3.25	1.00-3.00	1.00-3.00
Clams, soft	1.25-2.25	1.25-2.00	.75-2.50	.75-3.00
Conchs	.75-2.00	.75-1.50	.50-.75	.75-1.20
Crabs, hard	1.25-2.25	.75-2.50	.75-2.00	.75-2.00
Crabs, soft	.20-1.00	.25-1.00	.. ..	.. ..
Crab meat	.35-.65	.30-.60	.15-.50	.15-.55
Lobsters	.23-.49	.23-.49	.23-.49	.15-.49
Mussels	.50-.75	.50-1.00	.50-1.50	.50-.75
Scallops, bay	1.75-4.50	1.75-4.00	1.75-2.00	1.90-2.75
Scallops, sea	1.75-1.75	.. ..	1.50-1.50	1.60-1.75
Shrimp	.07-.16	.07-.14	.08-.14	.05-.13
Squid	.. ..	.05-.06	.06-.06	.05-.07
Frogs legs	.45-.50	.45-.55	.50-.60	.30-.65

Dragger for Capt. Smith, New Bedford

Casey's yard is expected to start soon on the construction of a new dragger for Capt. Michael Smith, who has recently sold his boat the *Noreen* to the Navy. Captain Smith reports that his new dragger will be smaller than the *Noreen*.

At Peirce & Kilburn's, Fairhaven

The dragger *Mary Grace*, owned by Joshua Murphy, has been having a general overhauling and painting at the Peirce & Kilburn yard. Other vessels at this yard recently include the *Emily H.*, for a general painting; the *Sankaty Head* of the Mullins fleet, to have a leak fixed and minor repairs done after the vessel hit a bell buoy; and the dragger *Alice and Mildred*, which is having a new Atlas Imperial Diesel engine installed by Percy Remington.

32 out of 36

of the
Oyster and Shrimp Boats
 in the Fleet of
De Jean Packing Co.
 are Powered with

LATHROP MARINE ENGINES

Thirty-two of the fleet of thirty-six fishing boats operated by DeJean Packing Co. at Biloxi, Miss. are powered with Lathrop gasoline and Diesel marine engines. DeJean Packing Co. is one of the largest producers and packers of shrimp and oysters on the Gulf Coast. Its owners realize the importance of having dependable catching facilities in order to maintain packing

schedules and to assure a highest quality product. To do this they know their boats must have reliable power, and it is significant that Lathrop engines have been selected for nearly all of their fleet. These engines have proven outstanding in dependability, with simplicity of operation, and long life with a minimum of repairs.

Now - - A Lathrop Diesel

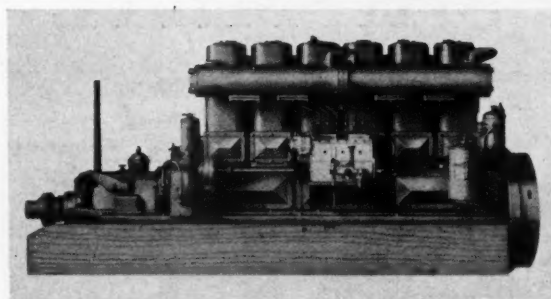
Lathrop now offers a line of marine Diesel engines, especially designed for fishing boat service. They are engineered along modern lines to fulfill the requirements of profitable fishing operations.

The Diesels are available in two sizes: 4 cylinder, Type D-50, developing 50 hp. at 800 rpm., and 6 cylinder, Type D-80, developing 80 hp. at 800 rpm. They are of the 4 cycle, full Diesel type, with direct injection, and have individually cast cylinders and cylinder heads. Weight and strength have not been sacrificed for compactness. Instead, the engines are built of sufficient size to insure full power output without extreme pressures.

The "Penguin" of the De Jean Packing Co. fleet, powered with a type D-50 Lathrop Diesel engine.



"Cal Williams" of De Jean Packing Co. fleet, powered with a 36 hp. Lathrop gasoline engine.



Type D-80, 6-cylinder, 4 cycle Lathrop Marine Diesel.

Already the Lathrop Diesel engines have been proven thoroughly satisfactory in numerous fishing boats. They have been found to give excellent service under all conditions.

There is a Lathrop engine for nearly every type of fishing craft. Both the Diesel and gasoline models give real operating economy. Not only are fuel costs low, but also maintenance expense, which means freedom from costly delays and tie-ups. This is because Lathrops are strictly marine engines, built for years of hard service. Whether you plan to buy an engine for a new boat, or for re-powering your present boat, you should investigate Lathrop.

Write for Bulletin D-41

THE LATHROP ENGINE CO.
 MYSTIC, CONNECTICUT

High Grade Marine Engines Exclusively for 43 Years

Lobstermen Prefer

a rope treated with copper oleate, and many of them use

"Copper Clad"

because they know its basic material is No. 1 New Bedford, first-quality manila, which accounts for the high value of this copper oleated rope.

"Copper Clad" will meet Your Needs



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General Offices: 233 Broadway, N. Y. C.
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Mills: New Bedford, Mass.

SHIPMATE



Isn't it a fact when a dealer says "This range is just as good as SHIPMATE" that he is giving SHIPMATE the highest possible praise? Isn't he admitting that SHIPMATE is the standard to which he is comparing the particular appliance he is trying to sell?

Don't be fooled by this. There is no galley range that is "just as good as SHIPMATE." Fishermen know this from nearly sixty years of experience with SHIPMATES.

SHIPMATES are made only by

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Established 1830 Stamford, Conn.

RANGES

With the Vineyard Fishermen

By J. C. Allen

THIS log of October is ahead of schedule for the reason that the Wheelhouse Loafer who pilots it is about to put to sea on his own account to look over some of the activities between four and forty fathoms and secure first-hand information for future logging.

There is ample reason why this report must be one of negligible statistical importance, and the same reason is likely to apply to some others in the near future. Briefly, Martha's Vineyard has begun to feel the effects of the war which is consuming half of the world and still spreading.

The local gang has not waited for the draft, which was expected some time ago, but has shucked its oilers, packed its seabag and headed inshore to enlist in army or navy according to inclination or aptitude. This means that the list of active sea-skimmers has been reduced to some extent, but more than that, it means that the bay scallop fleet, about to go into action, will be shot plumb full of holes, because many of this gang, too old for military service, has been caught in the industrial swirl and has left its sharpies drying on the dunes to help in other ways to support the defense movement.

Good Weather and Good Fishing

Up to the middle of October, however, the Lord favored the local fleet with weather such as no man recalls. Two full weeks of Indian Summer without a break almost caused the sea-skimmers to forget that we sometimes get a touch of Winter here. There was no period of similar length during all the Summer months when conditions were so favorable to off-shore fishing, and the gang improved each shining hour as might be expected and rattled plenty of change in their dungarees as a result.

The luck in any soundings too bold for spearing eels is holding up and thus far the receipts of the old standbys, cod, had-dock and yellowtails, has been above recent averages. Lobsters have continued to pot well in bold water, and as this report is written with the month sliding slowly past the quarter, there has been no wind or sea to disturb the gear that lies well out of sight of land.

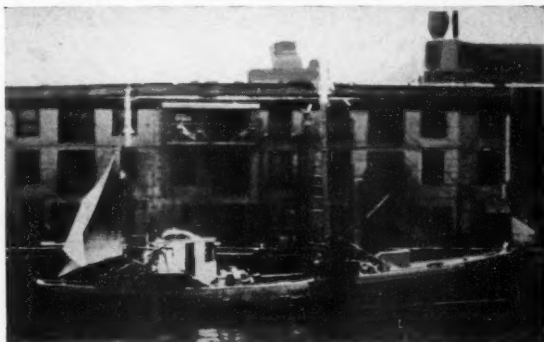
The War's Effect on the Vineyard

This being the third occasion of its kind that the Loafer can recall with some vividness, it seems natural and timely to philosophize a bit. The Spanish War came at a time when the Loafer was stirred only by childish fears and a vague wonder as to what it meant to note the absence of familiar faces. But the last European conflict came home with a solidity that started the emotional fastenings and shook up mental and physical timbers and planking. It is not possible, it seems to us, that any person of maturity could have lived through that conflict, whether actively engaged or not, and have failed to experience some change of heart and feeling.

Now comes this unknown Something, which looms in the future, a shapeless, darkening threat of unknown destiny, as a squall rises on the skyline to blot out the sun. Heading into this gloom, snugging down and preparing for the worst as rapidly and effectively as may be, there is no man who can safely say what the world will look like when this cloud has passed and the international sea has oiled over once more.

No man can know who will remain afloat in that day, nor who shall have been hove-down and foundered among the stormy seas of international strife. The threat is so vague, even in its enveloping immensity, it is too vast to be grasped and estimated. Not like the variety of storm that we are accustomed to seeing and forelaying for, but so tremendous that the mountain peaks farthest from the tide fail to beckon with any promise of security.

Thus it means that those who go down to the sea in ships must turn-to and prepare to ride out this storm on their natural element. Those who live by the shore must likewise stand by and secure those things which they have toiled for and guarded through the years, and strive, with the support of those others who occupy the high land, to prevent this dark and terrible tidal wave from breaking over our natural sea-walls and jetties, which have held securely, despite their light construction, for so long.



The 66 ft. dragger "Rosie" of Boston, owned by Capt. Ignatius Ciulla, and powered with a 100 hp. Wolverine Diesel engine.



The 54 ft. boat "Jackson and Arthur" of Boston, owned by Capt. Antonio Ciulla, and powered with a 75 hp. Wolverine Diesel engine.

Capt. Antonio Ciulla decided on a Wolverine for his boat after watching the performance of his brother's boat for five years.

Many owners buy Wolverines after talking with owners who have had experience with these engines.

Wolverine Diesel Engines are sturdy, simple, reliable, economical and long-lived, and designed for fishing service.

Catalogue No. 135 Upon Request

Wolverine Motor Works, Inc., Bridgeport, Conn.
Foot of Union Avenue

Grand Manan Plants Establish New Filleting Industry

By C. A. Dixon

THE establishing of a new industry in the parish of Grand Manan, N. B., has caused considerable interest and encouragement to fishermen and dealers in the Southern part of the province. It consists of the cutting and curing of fresh and smoked fish fillets for the English market at Grimsby. The product is being processed at the plants of W. S. Cosman and W. R. Benson of Seal Cove, Grand Manan. The demand for the fillets is said to be "unlimited," in that it will be controlled only by the supply, which fact ensures local fishermen the best market they have enjoyed since fishing became a major industry in this section of Canada. Prices paid for the fish from first hands are higher than those which have prevailed in the regular markets. The fillets are being packed in 28-lb. boxes. Approximately one third of the weight of the round fish is used in the fillets, which are sliced from the sides of the fish and afterwards skinned and placed in a liquid salt solution for a short time, after which they are placed on racks hung in smokehouses and given a quick drying off before being packed in the shipping containers. They are then shipped to a cold-storage plant in Saint John, N. B., and from there overseas.

Fillets of haddock and cod are being prepared fresh, also, and are wrapped in waxed paper and packed the same as the smoked product. As the method of curing the fillets is a new one to Grand Mananers, four experienced men from the mainland have been engaged to instruct local help. Skinned dogfish and skate fins are also being purchased and this phase of the business is also an encouraging one for local handliners and trawlers.

New Boat Launched

A fine new boat to be used in the fishing and boating business was recently launched at the yards of Geo. E. Richardson & Son of Richardson, Deer Island, N. B., for Harding Guptill

RED CROSS
ROLL CALL

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Symbolic of
SEAWORTHINESS



Are your vessels affected by deck-glue problems? Does hot weather cause softening and running over the seams? Does cold weather cause a brittle dryness? If you are bothered with these or other deck-repair problems, write for FREE data on how to solve them economically and efficiently. JEFFERY'S SHIP GLUE conforms to all temperature changes and is consistently strong, long-lived and elastic, under all conditions.

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549 Albany Street — Est. 1871 — Boston, Mass.

**I'D SUGGEST YOU GET A
HYDE STUFFING BOX**



Most shaft wear is directly traceable to poor stuffing boxes. The packing chamber in a Hyde Stuffing Box is so long that ample packing can be inserted to make a water-tight job without squeezing the packing against the shaft in a small area causing shaft wear.

HYDE WINDLASS COMPANY, BATH, MAINE
Dealers everywhere carry ample stocks

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**PROPELLERS and
STUFFING BOXES**




Send for the free booklet "Propeller Efficiency" It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

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CLUTCHES**

for
TRAWLING GEAR
and other auxiliaries



on both
**SMALL and LARGE
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MANUFACTURING COMPANY

3561 Washington Street
Boston, Mass.

Kinney Clutches have proved their dependability in years of service on fishing boats.

Write to us or to the nearest dealer listed for Bulletin and prices.

of Grand Harbour, Grand Manan, N. B. The new boat is 52 feet long, over all, and will carry around forty hogsheds of sardine herring. Captain Guptill is engaged in freighting fish from Grand Manan to the mainland.

Sardines Bringing Good Prices

New Brunswick weirmen have been blessed this Fall with better prices for their sardine catches. The Maine factorymen boosted the price from thirty cents a case, a rate established in the Summer, to forty cents in the early Autumn, and in October to fifty cents—or the equivalent of \$15.00 a hogshedd for fish of good oil size. Consequently, since the latter price was offered, more fish have been obtainable by Eastport and Lubec concerns, as this price exceeds that paid by the Canadian concerns, whose receipts of fish have since fallen off to the point where no fish at all have been landed at the Fairhaven plant of H. W. Welch, Ltd., some days, and decreased quantities at Connors Bros., Ltd., at Black's Harbour. The sardines seem to have gathered in a small fishing area, as is often the case in the Fall of the year, and the famed weirs of "Chatty's Point" and the "Buttercup" at Adams' Island in the parish of West Isles, Charlotte County, N. B., have brought in to their owners and operators a good lot of money some days. Catches ranging from forty to more than fifty hogsheds have been sold in a single day. Several weirs located on adjacent small islands got lesser quantities than did the above named weirs, but with good prices prevailing the fishermen did fairly well in October.

Lunenburg Fishermen's Annual Memorial Service Held

By H. R. Arenburg

THE annual Seamen's Memorial Service was held in Lunenburg on the first Sunday in October. The service was held from the bandstand, with Mayor A. W. Schwartz acting as Chairman. A large crowd of people were assembled at the Square above the bandstand to attend this outstanding service in memory of those men of the Lunenburg fishing fleet who lost their lives in the industry during the past year.

Headed by the Citizens Band, the massed choirs, clergymen, sailors from the Norwegian Navy, officials of the town and others formed in procession and proceeded to the dock of Zwicker and Company, Limited, where from a motor launch in the harbor Mayor A. W. Schwartz cast the town's wreath upon the waters of the harbor.

Fish Landings

Among the salt fish landings during the past month are included:

Schooner *Jennie Elizabeth*, Capt. Lauhey, 1,500 quintals.

Rex Perry, Capt. Petite, 1,400 quintals.

Eva U. Colp, Capt. Thornhill, 1,300 quintals.

Robert Esdale, Capt. Miles, 700 quintals.

Mable Dorothy, Capt. Thornhill, 100 quintals.

The fresh fish landings included:

Schooner *Fairmorse*, Capt. Napean Crouse, 240,000 pounds.

Marguerite B. Tanner, Capt. Joseph Wentzell, 145,000 pounds.

Jean and Shirley, Capt. Newman Wharton, 95,000 pounds.

Howard Donald, Capt. Guy Tanner, 80,000 pounds.

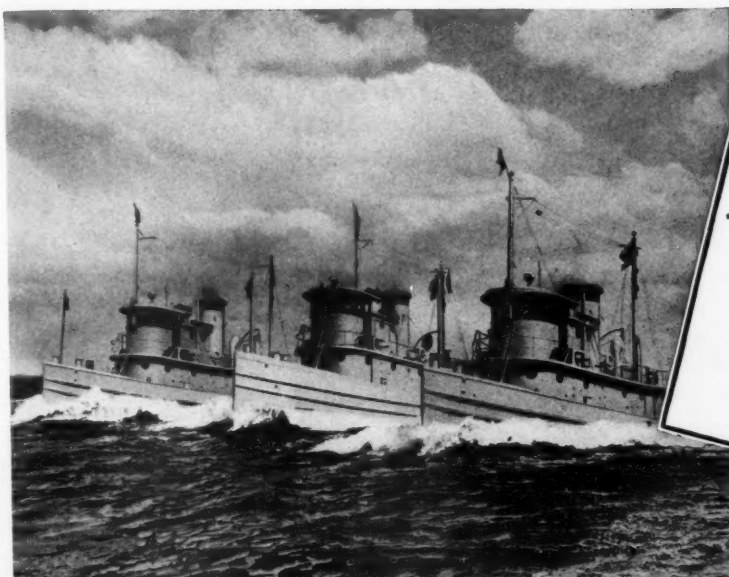
Shelburne Boatyard Launches Schooner "Robertson"

By Mike Ryan

A SPLENDID modern fishing power schooner, the 100-ton *Robertson II*, was launched recently from the yards of Winslow MacKay and Sons at Shelburne, Nova Scotia. The trim craft will join the fresh fishing fleet out of Shelburne.

Partial revival of wooden shipbuilding which once made the town famous is being experienced at Shelburne. On the same day the *Robertson II* was launched, a 132-foot ferry boat, the *George H. Murray*, named for a former premier of Nova Scotia, slid down the ways.

People of the town turned out en masse for the two launchings. Premier A. S. MacMillan addressed the gathering, and



BUSHEY TUGS Sold to U. S. NAVY

FAIRBANKS-MORSE

DIESEL ENGINES
PUMPS
ELECTRICAL MACHINERY
FAIRBANKS SCALES
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STOKERS
AIR CONDITIONERS



Diesels

Modern in their architecture and equipment, these three outstanding tugboats, designed and built by Ira S. Bushey & Sons, have been sold to the United States Navy. You see them here in their new coats of battleship gray. All three are propelled by Fairbanks-Morse Marine Diesels. Fairbanks, Morse & Company, 600 S. Michigan Avenue, Chicago, Ill. Branches with service stations in principal ports.

7879—CA27,548

his wife christened the ferry boat, which was the largest of its type ever built in the province for the Department of Highways. It will operate between Port Hawkesbury and Port Mulgrave.

Built by Winslow MacKay and Sons, the *Robertson II* is a credit to the yards. This fine new schooner is 105 feet long with a 22-foot beam and draft of 10 feet. Timbers are mixed, with keel and planking below the waterline of birch. Topsides and rail are of oak and the two spars of Oregon pine. White pine was used for the deck.

Powered with a 150 hp. Fairbanks-Morse Diesel engine, the *Robertson II* will operate out of Shelburne fresh fishing. There are accommodations for a crew of 23. The vessel was designed by John MacKay.

This firm has commenced construction of a 118-foot freighter, and with Shelburne Shipbuilders tendering for other construction work, further shipbuilding is in prospect at Shelburne.

U. S. Vessels at Shelburne

Vessels of the United States North Atlantic fishing fleets hailing from Boston and Gloucester are again using Shelburne as a Winter base.

First United States vessels have already arrived at the Nova Scotian fishing port.

Shelburne gave the visitors a big welcome and expressed relief that fears the war would interfere with the customary visits to the port were groundless.

Record Swordfish Landings Reported

Recent swordfish landings in Nova Scotia have been breaking records for commercial fishing. Louisburg, Nova Scotia, over one week-end landed no less than 825 swordfish by commercial fishermen operating from that port. In aggregate weight the catch reached some 200,000 pounds. Two weeks later fishermen operating from Glace Bay brought in 800 of the big broadbills. On the whole the fish taken in this instance were a little larger individually than the Louisburg captures and though the catch was 25 less in number the aggregate weight was approximately the same as at the other point.

Exports Not Affected by Ban

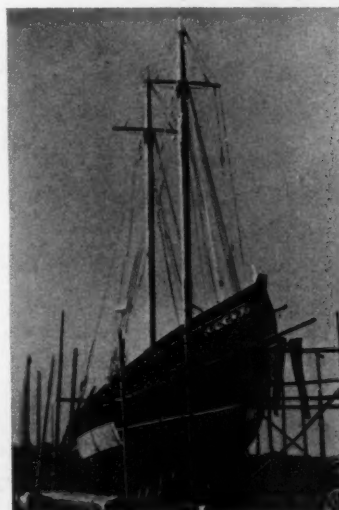
Few if any effects on Nova Scotia's fresh fish exports are anticipated by Nova Scotian dealers as the result of Britain's ban on purchase of any fish but cod.

In effect the ban recently announced by the Deputy Minister of Fisheries means that the British Ministry of Foods has taken over the fish importing business and in the future will be the only purchaser of fresh or frozen fish from foreign ports.

Exporters studied the ban on such products as salmon and halibut and said that none of the former and little of the latter went from Nova Scotia. In fact, the Maritime Provinces were importers of salmon from Newfoundland.

In Halifax it was said that while the value of these fish was high the quantity was relatively small and not such that their exclusion from the market would bring about a pronounced increase for cod, fresh or frozen.

At the present time, it was stated, there is sufficient demand in Canada and the United States to absorb the fish now being produced, markets having strengthened appreciably. The same was true of the salt fish trade, it was said; the price is stronger and more sales are being made.



The "*Robertson II*", recently launched from the yards of Winslow MacKay & Sons, Shelburne, Nova Scotia.



Sticks

LIKE AN OLD FRIEND!

PETTIT "JERSEY CITY" COPPER BOTTOM PAINT



Puts extra money in
the bank for the fish-
erman because...

- spreads farther and easier
- saves labor and material
- stays clean longer

Like an old friend it sticks with you
and you can depend on it.

*"We have covered the waterfront
Since 1861"*

PETTIT PAINT COMPANY, INC.
507-519 Main St. Belleville, N. J.

PAINT PETTIT and see what Service means



... built by BETHLEHEM

Modern Diesel Trawlers recently built by Bethlehem include the *Harvard*, *Princeton* and sister ships for General Seafoods Corp., *Atlantic* and others for R. O'Brien & Co., and the *Shawmut* for Massachusetts Trawling Co. Besides construction facilities at the Fore River Yard, Bethlehem maintains two modern ship-repair yards, the *Atlantic Yard* and the *Simpson Yard*, on Boston Harbor.



BETHLEHEM STEEL COMPANY
Shipbuilding Division

GENERAL OFFICES: New York, N.Y., and Quincy, Mass.
BOSTON OFFICE: 73 Federal Street

Peterson Joins National Supply Co.

D. C. PETERSON, formerly Vice President of The Buda Company, has been appointed Works Manager of The Superior Engine Division of The National Supply Company.

Following his mechanical and electrical engineering education at Armour Institute of Technology, Chicago, Mr. Peterson became associated with The Buda Company, Harvey, Illinois, in 1915. In this connection he served successively as Plant Engineer in charge of all mechanical and electrical operations, Divisional Superintendent of railway motor cars and engine divisions, and for eight years as General Superintendent and Assistant to the Vice President in Charge of Manufacture.

In 1934 Mr. Peterson affiliated with The Continental Can Company, New York City, as Chief Engineer of the tinplate mills. In this capacity he spent two years in Europe constructing and organizing tinplate mill operations for the British combine known as the Metal Box Company, Ltd., London. Upon returning from Europe he was assigned to special surveys of the steel industry in the United States and Canada and also had charge of rehabilitation of various Continental Can factories throughout the country.

In the Summer of 1939, Mr. Peterson returned to The Buda Company as Vice President in charge of manufacture and has during the past year constructed and placed in operation two plants for the manufacture of Diesel Radial engines.



*D. C. Peterson, Works Manager
of the Superior Engine Division
of The National Supply Co.*

New Animal Food

A NEW animal food product made from whole whiting is being canned by Farnum Packing Co., Warren, R. I. Fish is supplied from the traps of Cliff Tallman of Newport, R. I. The catches will average 150 barrels a day during the month of November.

The fish is trucked to the Warren plant, where it is ground in its whole, raw form. It is next cooked in kettles for evaporation of part of the water content. The fish is then packed and processed in Continental cans with cod liver oil and salt added.

The product, which is 99.5% fish, is canned the same day that the fish is taken from the water.

During the November season plans call for packing approximately 75,000 cases, with the plant operating 24 hours a day. The only other time when whiting are available in quantity is from April through June.

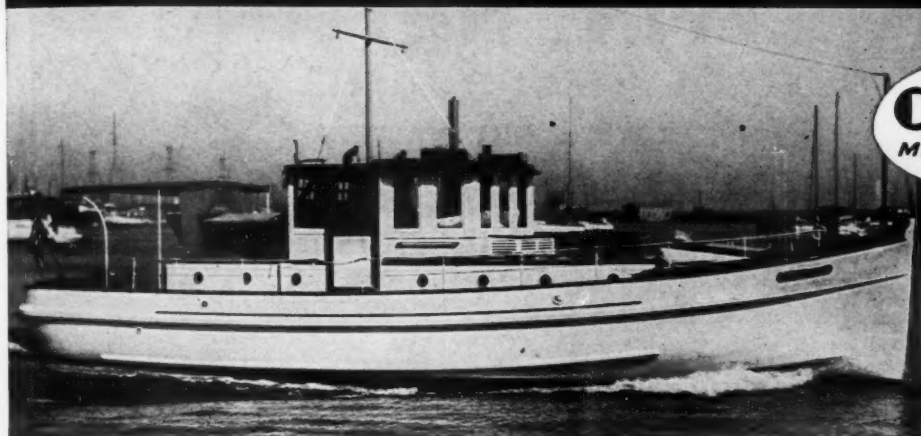
The product will be packed in No. 1-10 oz. cans as Me-ow brand for cats, in No. 1½-15 oz. cans as Bow-wow brand for dogs, and in No. 10-6¾ pound cans as fox and mink food.

Officers of the Farnum Packing Co. are: B. J. Rooks, President; Herbert Farnum, Treasurer; and Standish Crippen, Vice-President and Sales Manager.

Tag Long Island Lobsters

To determine whether or not the available local population of lobsters is independent of other possible population units along the Connecticut and Rhode Island shores, members of the Long Island staff of the Fish and Wildlife Service, United States Department of the Interior, have recently instituted a series of lobster tagging experiments. Seventy lobsters have been marked during the past month with small identification tags.

STANDING ON ITS RECORD!



Chrysler
MARINE ENGINES



DUNDEE 46' x 12' 6" x 5' 8"
...powered with a Chrysler
Crown 3.46:1 Reduction
Gear engine turning a 32"
x 28" wheel 570 R. P. M.
Top Speed 11 M. P. H.

THE owner of the DUNDEE, who often charters his boat, found it necessary to repower, first because of excessive repair bills on his old engine, and secondly because he could not get more than "six vibrating miles per hour," as he said.

A recent 7500 mile charter trip provided figures showing why he

is pleased with his new Chrysler power plant. At cruising speed with the engine turning 1550 R. P. M. (wheel turning 450 R. P. M.) the fuel consumption was 3 gals. per hour. At trolling speed $1\frac{1}{2}$ gals. per hour.

Considering the size of the boat, such performance figures are outstanding, and are the best possible

recommendation of a Chrysler marine engine. If you have a power problem in your present boat, or to be sure you won't in your new boat, investigate Chrysler.

See for yourself how much you get without a cost penalty in a Chrysler. Do what many boat owners are doing...install a Chrysler power plant.

CHRYSLER CORPORATION • MARINE ENGINE DIVISION • DETROIT, MICHIGAN, U. S. A.

\$25,000 for Expanding Outlets

THROUGH a bill authorizing expenditure of \$175,000, the Fisheries Branch of the Fish and Wildlife Service has been allotted \$25,000 for use in expanding outlets for fishery products during the balance of the fiscal year ending June 30, 1941. On October 28, a meeting of members of the Fishery Advisory Committee, including representatives of several of the larger distributors of fishery products, was held in the office of Acting Director Jackson to consider plans for spending this allotment. The terms of the allotment impose rather rigid restrictions as to the uses that may be made of the money, but it is expected to be very helpful in opening up some of the bottlenecks of the business in consuming centers. Further efforts will be made to secure the allotment of the balance of the authorization. Those attending included C. W. Triggs, Chairman of the Advisory Committee; O. L. Carr, Mid-Central Fish Co.; E. H. Cooley, Mass. Fisheries Ass'n; A. E. Kessler, Fishery Council; Wallace N. Flint, National Ass'n of Food Chains; R. J. Gruber, Kroger Grocery Co.; and Dr. Lewis Radcliffe, Oyster Institute.

Direct Reading Direction Finder

AN outstanding development in radio direction finders is found in the Cape Cod Navigator, manufactured by Cape Cod Instrument Co., Hyannis, Mass. The feature of this unit is the mounting of a magnetic compass within the loop. This makes it possible to take bearings directly instead of comparing the bearing taken from the compass rose of the finder to the steering or master magnetic compass.

In addition to the advantage of direct reading, the specially designed compass eliminates the common source of error of compass lag found in the ordinary ship's steering compass. Such lag is often as much used as two points, particularly in a rough sea.

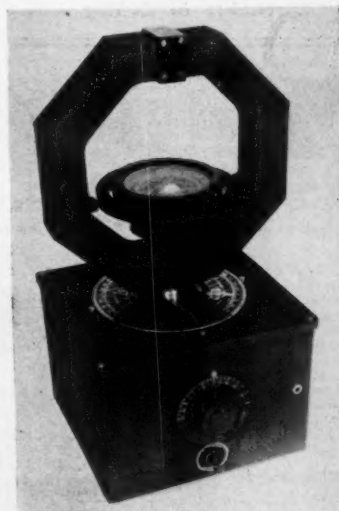
In operating the Cape Cod Navigator to get a boat's location, all the operator need do is to swing the loop and take cross bearings. No co-ordination is necessary, which of course makes navigation much simpler.

The Navigator set is accurately engineered and ruggedly constructed. It has extreme sharpness of null or bearing point, and stability of calibration and alignment. The set is self-contained and completely independent of the ship's electrical system. Metal parts are chrome plated and all parts are impervious to moisture absorption.

Flexible mounts are available to eliminate slow speed engine vibrations. The head phones are non-magnetic. The overall height of the instrument is $21\frac{1}{2}$ "; the loop's diameter is 12"; and the cabinet $11\frac{1}{2}$ " wide by $10\frac{1}{2}$ " deep. Total weight is 30 pounds.

The Navigator is already in use on several fishing vessels, which find it valuable, among other ways, for quickly checking positions of buoys left overnight to mark fishing grounds. Formerly a boat had to jog around the buoy all night but now it can heave to and get the same bearing in the morning.

One of the sets is in successful operation on the cutter *Magician* of the Alaskan Radio - Experimental Expedition, operating off Alaska. This boat has encountered periods of frequent storms and fogs and almost continual overcast, which has necessitated sole reliance on the direction finder for navigation.



Cape Cod Navigator

TANGLEFIN NETTING

"CATCHES MORE FISH"

LINEN & COTTON GILL NETTING
SEINE, POUND & TRAP NETTING

LUDLOW MANUFACTURING & SALES CO.,
NATIONAL NET & TWINE DIVISION
211 CONGRESS ST., BOSTON, MASS.



CAPE COD NAVIGATOR Gives Accurate Bearings with Direct Reading

The Cape Cod Navigator is the only direction finder incorporating a quick acting, magnetic compass within the loop. No co-ordination with the ship's compass necessary. Fast, accurate, direct readings on cross bearings regardless of ship's heading. A rugged, self-contained, precision instrument . . . moderately priced.

Write for bulletin A giving full details
CAPE COD INSTRUMENT CO.
Hyannis, Massachusetts

Stuffing Boxes, Stern Bearings By Hyde

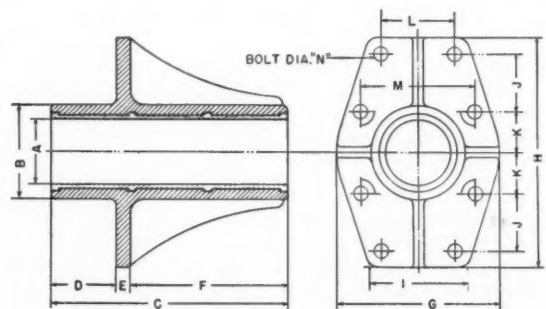
THE Hyde Windlass Co., Bath, Maine, has for years been known as manufacturers of Hyde Propellers. Some boat owners, however, are not aware that this company also makes a line of heavy duty stuffing boxes and stern bearings. Many of these fittings are now in use on boats of the fishing fleet and have demonstrated their ability to withstand severe usage under many and varied conditions.

These fittings are ruggedly constructed of manganese bronze, the same material that is used by the U. S. Navy in propellers and other underwater equipment where strength and corrosion resistance are needed. They are lined with a special babbitt metal adapted to marine purposes and are made to accommodate shaft sizes from 2½" to 6" in diameter.

BUILD AT IPSWICH

We operate a modern,
enclosed plant with complete
facilities for wood
and composite construction

W. A. ROBINSON, INC.
IPSWICH, MASSACHUSETTS
Specialists in Fishing and Commercial Craft



PRINCIPAL DIMENSIONS OF HYDE HEAVY DUTY
STERN BEARINGS

Shaft Dia.	C	G	H
2½"	9"	7"	11"
3	11	7½	11½
3½	13	9	12½
4	14½	10	14
4½	16	11	15
5	20	14	24
5½	21	14	24
6	22	15	26

The drawings and tables shown above give principal dimensions of the stern bearing for various propeller shaft sizes.

The Hyde Windlass Company will gladly mail without charge a print giving complete dimensions of both stern bearings and stuffing boxes, and will submit quotations to any interested boat owner or operator on request. The diameter of the shaft for which these fittings are required should be stated when requesting further information, so that the proper equipment details and prices will be supplied.

Red Wing

**MARINE POWER
FOR
35 YEARS**

A COMPLETE LINE
20 Gasoline Models 4 to 125 H.P.
6 Hesselman Type "Spark
Diesels" 35 to 200 H.P.

RED WING BIG CHIEF SIXES
90 H. P.—110 H. P.—120 H. P.

EXTRA power for year in and year out performance under severest of conditions—that's the Red Wing Big Chief 6's. Engineered and built for larger type boats—these engines are the last word in dependability—operating economy and matchless performance. The logical power plant choice for larger type cruisers and commercial boat service. Full details gladly sent on request.



DISTRIBUTORS
Verrier, Eddy Co., 201 E. 12th St.,
New York City
W. H. Moreton Corp.
1043 Commonwealth Ave., Boston
W. E. Gochenaur Mfg. Co.
437 Arch St., Philadelphia

RED WING MOTOR CO., Red Wing, Minn.

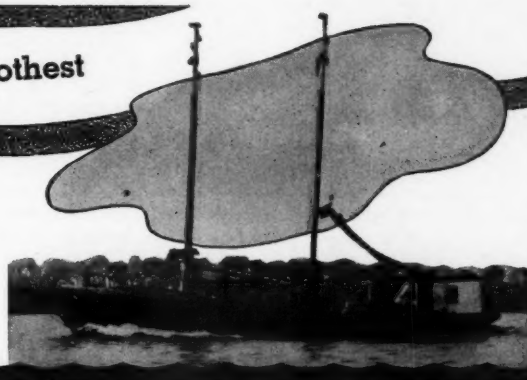
"BUDA-LANOVA DIESEL is the smoothest operating engine in our entire fleet"

"Our Buda Diesel has not given us a minute's trouble
fuel consumption less than 3 gals. per hour . . . a real Marine Diesel.
—That's how the Portland Fish Co. rates their Buda-Lanova Heavy Duty
Diesel that powers their 64 ft. fishing schooner "Fannie Bell".
If you're looking for low-cost, dependable Diesel power, get the
facts on Buda-Lanova Diesels today!



THE BUDA CO.

15400 Commercial Ave.
Harvey, (Chicago Suburb) Illinois



"In Case of Fire"

A NEW booklet, "In Case of Fire," 8 pages, 2 colors, illustrated, describes the uses of carbon dioxide for fire extinguishment. It shows a complete line of hand and wheeled type extinguishers, hose systems, recharging equipment, sales and service points. C-O-Two Fire Equipment Company, 10 Empire Street, Newark, N. J., will be glad to send a copy on request.

Jefferson-Travis 5 Watt Unit

THE five watt single channel unit, known as the Jefferson-Travis Utility Model is used in conjunction with a fleet of fishing craft, each of which is equipped with one of these models tuned to the ship-to-ship frequency. The flagship, however, is equipped with one of the bigger, more powerful units, by means of which it is able to keep in touch with any one of eight shore stations and the Coast Guard, as well as with the rest of the fleet. Thus it can act as a clearing-house for all ships' business between the fleet and its headquarters on shore.

Such intership communication can be carried on free of all toll charges, so that the only expense is the calls to shore made by the flagship on behalf of the entire fleet.

Other Jefferson-Travis models include the 10 watt Squadron Model; the 15 watt five channel Off Shore Model, for fishermen desiring a medium priced set with a daytime range of up to 100 miles; and the more elaborate 25, 50, and 100 watt sets, with ten channels and long range capabilities. All of these sets are built and designed specifically for marine use, and so are guaranteed to be able to withstand the effects of moist salt atmosphere and the rough treatment likely to be met during long periods at sea.

Every model is capable of transmitting and receiving on one or more frequencies, each of which is pre-selected, tuned, and set upon installation, and exactly controlled by ground quartz crystal plates. Operating frequencies are thereafter selected by

merely rotating the channel selector knob on the part of the operator.

Complete equipment suitable for smaller vessels operating coastwise is available at prices ranging from \$150. Units suitable for vessels operating off shore requiring longer range communication are somewhat higher in cost.



This 45 ft. party fishing craft, "Queen Flash", owned and operated by Roxy Fiola of Highlands, N. J., is powered by a Type W 100 hp. Mack Mariner Diesel engine. Another Mack Mariner Diesel is awaiting delivery to Mr. Fiola.

Clippers Equipped with Plymouth

SOME interesting pictures of the new Pacific Alaska Airways' Clippers have been received from the Plymouth Cordage Co. field engineer, S. A. Reed, who wrote from Alaska concerning the direct air service recently established between Seattle and Alaska. These pictures illustrate the method employed for landing and mooring these four-motored clipper planes to the dock. The rope is Plymouth Manila.

SUPERIOR
MADE BY
FROST
Gloucester
Mass.

FROST BRAND
"SUPERIOR"
OIL CLOTHING

A first quality garment made
to meet the requirements and
approval of the fishermen.

Manufactured by

D. O. FROST CORPORATION
Factory and Office, 5-7-9-11 Wharf St.
GLOUCESTER MASS.

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Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

Sales Offices:

New York Boston Gloucester Baltimore
Chicago San Francisco

**When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

JOHN G. ALDEN

NAVAL ARCHITECT MARINE ENGINEER

Specializing in Diesel vessel design

131 STATE STREET BOSTON, MASS.

Hathaway Machinery Co.

**Original
Flax Packed
STERN BEARINGS
Fairhaven, Mass.**

Index to Advertisers

John G. Alden.....	26
Atlas Imperial Diesel Engine Co.....	Back Cover
Bethlehem Steel Co., Shipbuilding Division.....	22
The Buda Company.....	25
Cape Cod Instrument Co.....	24
Chrysler Corp.	23
Columbian Rope Co.....	Front Cover
Esso Marine	4
Fairbanks, Morse & Co.....	21
L. W. Ferdinand & Co., Inc.....	19
D. O. Frost Corp.....	25
R. S. Hamilton Co.....	26
Hathaway Machinery Co.....	26
Hyde Windlass Co.....	20
Kinney Manufacturing Co.....	20
Lathrop Engine Co.....	17
The Linen Thread Co., Inc.....	25
National Net & Twine.....	24
The National Supply Co.....	Inside Front Cover
New Bedford Cordage Co.....	18
Pettit Paint Co., Inc.....	22
Red Wing Motor Co.....	24
W. A. Robinson, Inc.....	24
The Stamford Foundry Co.	18
Superior Diesels.....	Inside Front Cover
Where to Buy Directory.....	Inside Back Cover
Where to Ship	26
Willard Storage Battery Co.....	3
Wolverine Motor Works, Inc.....	19

Where to Ship

Companies in the market for fish and shellfish.

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

J. A. Klafin, 209 N. Union Ave.
NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

John Dais Co., Fulton Market.

Lester & Toner, Inc., Fulton Fish Market.

South Fish Co., 31 Fulton Fish Market.

Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

NEW AND USED ENGINES FOR SALE

1. Two rebuilt Standard 90 hp. Diesels. Ideal for trawler or tug.
2. Two 175 hp. Hall-Scott gasoline motors.
3. One 100 hp. Hall-Scott motor.
4. One Hall-Scott Fisher, Jr. Like new. Gasoline.
5. One 91 hp. Gray. Never used.
6. One 91 hp. Gray. Used sixty days.
7. One 4-cylinder 55 hp. Gray. New.

C. P. AMORY, DISTRIBUTOR, INC., V.P.S. BLDG.
NEWPORT NEWS, VA.

Used Diesel Engines For Sale

Superior, 4 cyl., 90 hp., 700 rpm. Completely rebuilt, \$1,850.00.
Wolverine, 6 cyl., 90 hp., offered at lowest price.
Atlas Imperial, 4 cyl., 50 hp. Completely rebuilt.

CORONET MARINE SALES

264 SOUTH STREET NEW YORK CITY

Oyster Equipment For Sale

Complete equipment for oyster shop. Monel blowers, skimmers, paddles, pails, dippers, ice machine, hot water boiler, conveyors, hoisting apparatus and oyster boat. Address Box 7, Atlantic Fisherman, Goffstown, N. H., for full particulars.

FOR SALE

Fairbanks-Morse Diesel

Fairbanks-Morse, Model 36 Diesel, 30 hp., 2:1 reduction gear, 24 volt electric starting system. Run less than 500 hours in a yacht. Price \$750 includes propeller and batteries. Recently completely overhauled. For further information refer to Robert Parkinson, Bourne, Mass.

Atlas Engine

One 80 hp. Atlas Imperial engine in good condition. Price reasonable. Address Hathaway Machinery Co., Fairhaven,

Schooner Mainsail

60 ft. boom, 41 ft. hoist, and 34 ft. 6" gaff. Frank F. Upson, Sail Maker, New Haven, Conn.

Used Bolinders Diesels

Type W7, one 50 H.P. W7M25, one 100 H.P. W7M45. Completely rebuilt, in first class condition. Bolinders Company, Inc., 33 Rector Street, New York City.

Atlas Imperial Diesel Engine

70 hp., 4 cylinder, 7 1/2 x 10 1/2, reverse gear, Atlas Imperial, good running condition. Address L. R. Beatty, 632 Race St., Philadelphia, Pa.

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or

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